



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
ADOPTED FEBRUARY 27, 2020



STATE FISCAL YEAR 2020-2021
UNIFIED PLANNING
WORK PROGRAM
APRIL 1, 2020- MARCH 31, 2021

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

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE

RESOLUTION #497

**RECOMMENDATION OF THE DRAFT STATE FISCAL YEAR (SFY) 2020-2021 UNIFIED PLANNING
WORK PROGRAM (UPWP) FOR COUNCIL ADOPTION**

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

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

WHEREAS, the draft UPWP for the SFY April 1, 2020 through March 31, 2021 identifies planning activities proposed for federal and other funding; and

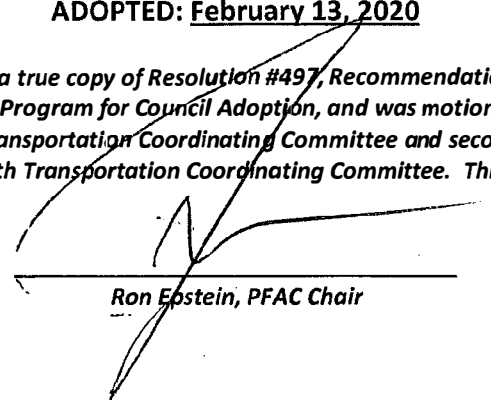
WHEREAS, NYMTC's staff has determined that sufficient funds would be available to undertake the planning projects specified in this draft SFY 2020-2021 UPWP during the upcoming program year.

NOW, THEREFORE, BE IT RESOLVED that the Program, Finance and Administration Committee hereby recommends that the Council adopt the draft SFY 2020-2021 UPWP.

This resolution shall take effect on the thirteenth day of February two thousand and twenty.

ADOPTED: February 13, 2020

"I hereby certify that the above is a true copy of Resolution #497, Recommendation of the Draft State Fiscal Year 2020-2021 Unified Planning Work Program for Council Adoption, and was motioned by Mr. Jack Schmidt, representing the New York City Transportation Coordinating Committee and seconded by Mr. Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Chair



RESOLUTION #2020-1

ADOPTION OF THE STATE FISCAL YEAR (SFY) 2020-2021 UNIFIED PLANNING WORK PROGRAM

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

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

WHEREAS, the SFY 2020-2021 UPWP, for the program year April 1, 2020 through March 31, 2021, identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff has determined that sufficient funds will be available to undertake the planning projects proposed in the draft SFY 2020-2021 UPWP during the upcoming program year; and

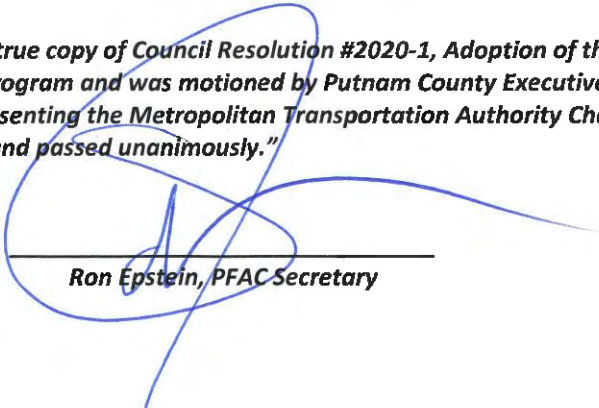
WHEREAS, NYMTC's Program, Finance and Administration Committee, at its February 13, 2020 meeting, recommended that this SFY 2020-2021 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the Council adopts the SFY 2020-2021 Unified Planning Work Program.

This resolution shall take effect on the twenty seventh day of February two thousand and twenty.

ADOPTED: February 27, 2020

"I hereby certify that the above is a true copy of Council Resolution #2020-1, Adoption of the State Fiscal Year 2020-2021 Unified Planning Work Program and was motioned by Putnam County Executive Edwin Day and seconded by Lawrence Lennon representing the Metropolitan Transportation Authority Chair and CEO Patrick Foye. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Secretary

Disclaimer

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

Title VI Statement

The NYMTC is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order (EO) 12898 on Environmental Justice (EJ) and all related nondiscrimination statutes, rules, regulations and executive orders. NYMTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally-mandated metropolitan transportation planning process undertaken by NYMTC, whether the activities are federally funded or not. It is also the policy of NYMTC to ensure that all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. Minority and low-income communities, as identified through the United States Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NYMTC will provide meaningful access to services for persons with limited English proficiency.

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Abbreviations and Acronyms

AA	Alternatives Analysis
ACS	American Community Survey
ADA	Americans with Disabilities Act
AVAIL	Albany Visualization and Informatics Lab
BQX	Brooklyn-Queens Connector
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
BY	Base Year
CAAA-1990	Clean Air Act Amendments of 1990
CBD	Central Business District
CDEA	Coordinated Development Emphasis Areas
CEQR	City Environmental Quality Review
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CTPP	Census Transportation Planning Products
DOT	Department of Transportation
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	US Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHV	For-Hire-Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWG	Forecasting Working Group
GHG	Greenhouse Gas
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
ICG	Interagency Coordination Group
IKS	In-kind services
INFRA	Infrastructure for Rebuilding American
IOS	Initial Operating Segment
IT	Information Technology
ITS	Intelligent Transportation Systems
LAP	Language Access Program
LHVMAF	Lower Hudson Valley Mobility Advisory Forum
LIRR	Long Island Rail Road
LPA	Locally Preferred Alternative

MAP	Metropolitan Area Planning
MHSTCC	Mid-Hudson South Transportation Coordinating Committee
MMN	Metropolitan Mobility Network
MNR	Metro-North Railroad
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
N/STCC	Nassau / Suffolk Transportation Coordinating Committee
NAAQS	National Ambient Air Quality Standards
NICE	Nassau Inter-County Express
NJT	New Jersey Transit
NJTPA	North Jersey Transportation Planning Authority
NPMRDS	National Performance Management and Research Data Set
NYBPM	New York Best Practice Model
NYC	New York City
NYCDDC	New York City Department of Design and Construction
NYCEDC	New York City Economic Development Corporation
NYCT	New York City Transit
NYCTCC	New York City Transportation Coordination Committee
NYMTC	New York Metropolitan Transportation Council
NYS	State of New York
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
O/D	Origin-Destination
OCTC	Orange County Transportation Council
OFM	Office of Freight Mobility
OHD	Off-Hour Deliveries
PANYNJ	Port Authority of New York and New Jersey
PBPP	Performance Based Planning and Programming
PedMap	Pedestrian Map
PFAC	Program Finance and Administration Committee
PIMS	Project Information Management System
PIP	Public Involvement Plan
PM1	Performance Measures Rules for Safety
PM2	Performance Measures Rules for Pavement and Bridge Conditions
PM2.5	Fine Particulate Matter that are two- and one-half microns or less in width
PM3	Performance Measures Rules for System Performance, Freight, and CMAQ
PPS-AAQ	Post Processor System for Air Quality
PPS-CMP	Post Processor System for Congestion Management Process
PSA	Professional Services Agreement

RFP	Request for Proposal
RHES	Regional Household and Establishment Survey
RTP	Regional Transportation Plan
SAWG	Safety Advisory Working Group
SED	Socioeconomic and Demographic
SFY	State Fiscal Year
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TAZ	Transportation Analysis Zones
TCC	Transportation Coordinating Committee
TDM	Transportation Demand Management
TIG	Transportation Information Gateway
TIP	Transportation Improvement Program
TNC	Transportation Network Company
TOOL	Unified Planning Work Program Budgeting System
TPEP	Taxicab Passenger Enhancement Project
TPM	Transportation Performance Management
TRANSCOM	Transportation Operations Coordinating Committee
UAB	Urban Area Boundaries
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UTRC	University Transportation Research Center
VMT	Vehicle-Miles Traveled
WestCOG	Western Connecticut Council of Governments

Change Log

- Added I-684 & I-84 Transportation Corridor Study to the non-UPWP funded studies (page 179)

Overview of the UPWP

Unified Planning Work Program (UPWP)

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

New York Metropolitan Transportation Council (NYMTC)

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

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

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

NYMTC's Mission, Shared Goals and Strategic Framework

Along with the *national transportation goals* specified in current federal transportation legislation (see below), NYMTC's annual UPWP is built around the organization's mission and its shared vision of the region's future as presented in its Federal Fiscal Years (FFYs) 2018-2045 Regional Transportation Plan (RTP) *PLAN 2045*.

NYMTC's Mission is Fourfold:

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

NYMTC Seeks to Achieve its Mission by:

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

NYMTC develops a new RTP every four years per regulatory requirements, which guides the development of its annual UPWPs. NYMTC's members have defined the following shared goals and desired outcomes in *PLAN 2045* to serve as overall strategic framework for the region's transportation planning process:

Goal: Enhance the Regional Environment

NYMTC's members are committed to selecting transportation projects and programs and encouraging land use policies that, in the aggregate, continue efforts to reduce the negative impacts of transportation on the natural environment and human health.

Desired Outcomes

NYMTC will continue to work in a collaborative fashion to achieve these outcomes:

- Reduced traffic congestion and improved air quality;
- Reduced greenhouse gas emissions;
- Improved water quality; and
- Preservation of open space, especially wetlands.

Goal: Improve the Regional Economy

NYMTC's members must continue to maintain and develop the regional transportation infrastructure to support the vitality, competitiveness, and sustainable growth of the entire regional economy that will create employment opportunities and support the local tax base.

Desired Outcomes

The goal of sustainable economic growth will produce, and be supported by, these outcomes:

- A strengthened position of the region as a global and national gateway;
- Strategic distribution of growth throughout the region (see Coordinated Development Emphasis Areas below); and
- Improved regional mobility for people and goods.

Goal: Improve the Regional Quality of Life

NYMTC's members must work together to coordinate regional transportation, land use and zoning to provide a high quality of life for all residents of the region, thereby attracting and retaining people and businesses in the region.

Desired Outcomes

By considering quality of life issues, NYMTC's members hope to achieve the following outcomes:

- Increased intra-regional mobility and accessibility for commuting, recreation and tourism;
- Mitigation of negative externalities of transportation in the design, construction, and operation of the system (i.e., noise, emissions, viewsheds, safety, etc.);
- Increased ability to safely enjoy walking, bicycling, and the use of public space; and
- Help create/sustain vibrant communities through placemaking; and
- Improve transportation access and mode choice options for the elderly, persons with disabilities, and other population groups that may have special transportation needs.

Goal: Provide Convenient, Flexible Transportation Access within the Region

NYMTC's members provide mobility and transportation options, to maximize individuals' opportunities to participate in society, regardless of income level, residence, access to transit, age, or ability. NYMTC's members also must provide for the efficient movement of freight to, from and through the region.

Desired Outcomes

NYMTC hopes to achieve the following outcomes by working towards this goal:

- A sufficient array of transportation choices;
- Expanded connections, particularly across modes and between communities;
- Increased reliability for passenger and freight trips; and
- Increased transit ridership.

Goal: Enhance the Safety and Security of the Transportation System

NYMTC's members will work to reduce the rate and severity of transportation-related crashes in the region and make the transportation system safer for all users. Members will also strive to increase the security of the transportation system, and support emergency management response and recovery efforts.

Desired Outcomes

The following outcomes will be the goal of all the NYMTC members:

- Reduced rate of annual injuries and fatalities on the region's transportation systems;
- Promulgation of advanced safety and security measures throughout the region;
- Enhanced coordination, data, and information sharing among members and other stakeholders; and
- Promotion of safety and security improvements in all aspects of transportation planning and implementation.

Goal: Build the Case for Obtaining Resources to Implement Regional Investments

NYMTC's members and the region's other elected officials must think regionally about transportation needs, solutions, strategies, and investment priorities. In developing a shared regional vision, NYMTC's members support the position that these investments are a shared priority and are of strategic importance to this region and to the nation.

Desired Outcomes

NYMTC will continue to work in a collaborative fashion to achieve these outcomes:

- Coordinated long-term planning;
- Developing a list of prioritized projects supporting the region's shared vision;
- An increase in the use of alternative methods of financing transportation investments to supplement existing Federal and State funding sources;
- Obtain a fair share of Federal funds available for transportation, proportional to its transportation needs and economic share relative to the nation; and
- Elimination of unfunded mandates as feasible.

Goal: Improve the Resiliency of the Regional Transportation System

NYMTC's members will continue to plan for improving the resiliency of the transportation system so that the system can better resist disruptions to services and facilities and recover from them when they occur. Greater resiliency will help mitigate the adverse impacts of disruptions on the movement of people and goods due to weather, climate, or other acts of nature.

Desired Outcomes

NYMTC hopes to achieve the following outcomes by working towards this goal:

- Member-defined adaptation measures for critical components of the transportation system to accommodate variable and unexpected conditions without catastrophic failure;
- Greater resiliency of the regional supply chain by identifying options for goods movement during and after events; and
- Cooperative partnerships with federal, state, local agencies, and other stakeholders to adapt the transportation system and improve recovery from disruptions.

Goal: Preserve the Existing Transportation System

NYMTC members will continue to maximize the service life of the existing transportation system with the resources available by systematically and strategically maintaining and replacing transportation assets based on need. Using asset management principles and data-driven decision-making will result in a sustainable approach to programming that considers the relative and cumulative value of transportation assets as they benefit the public, economy and environment.

Desired Outcomes

NYMTC hopes to achieve the following outcomes by working toward this goal:

- Making the investments necessary to maximize the useful life of existing assets and to manage these assets in the most cost-effective manner through preventive maintenance and other measures;
- Keeping existing federal-aid eligible and local roadway systems – pavement, bridges and tunnels safe and functioning as intended;
- Keeping the existing transit infrastructure and equipment safe and functioning as intended;
- Keeping the existing pedestrian and bicycle facilities safe and functioning as intended.
- Protecting the existing freight network; and
- Promoting and sustaining asset management and operations activities for the regional transportation system.

National Performance Goals

The FAST Act features a program transformation to a performance- and outcome-based approach to achieve certain national performance goals:

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

NYMTC's Core Planning Priorities

The federal regulations which govern the metropolitan transportation planning process establish the mandated products and analyses which constitute the process. Under these regulations, NYMTC is required to produce a long-range RTP and a medium-range TIP at least every four years. In addition, NYMTC must also develop and adopt an annual UPWP.

Beyond these three core products; NYMTC is mandated to produce a regional emissions analysis of its *Plan* and TIP for Transportation Conformity under the Clean Air Act Amendments of 1990 (CAAA-1990) and an analysis of regional traffic congestion for the Congestion Management Process (CMP).

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

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

NYMTC's Discretionary Planning Priorities

The discretionary component of NYMTC's UPWP is derived from *PLAN 2045*, and from the national transportation goals. When taken together, the Plan's strategic framework, along with the national performance goals, expand both the parameters of the planning process and the strategic priorities for planning activities and projects.

PLAN 2045 was adopted in June 2017 and it is an integral part of the transportation planning process in NYMTC's ten-county planning area. It is a product of extensive coordination and collaboration among member agencies, NYMTC's partners in the public and private sectors, the public, and various stakeholders. It includes the following major components:

- *PLAN 2045* lays out the region's transportation needs and desires from a regional perspective, including highways, streets, public transit, ridesharing and demand management, bicycles, pedestrian facilities, goods movement and special needs transportation.
- *PLAN 2045* proposes strategic transportation investments and initiatives which are tied to a shared vision for sustainable growth in the NYMTC planning area. This vision forms the foundation of *PLAN 2045* and of the regional planning process. The shared vision rests on the shared goals defined by NYMTC's members.
- *PLAN 2045* defines key priorities of NYMTC's UPWP within this framework and it establishes the preeminence of maintaining and operating the vast and aging transportation infrastructure in NYMTC's planning area while defining subregional planning needs in each of NYMTC's ten constituent counties.

As stated earlier, the national performance goals form the basis for a performance- and outcome-based approach to the planning process.

NYMTC's discretionary planning priorities, drawn as they are from both *PLAN 2045* and the national performance goals, are as follows:

- Planning activities related to *PLAN 2045*'s shared vision:
 - The development of the strategic regional transportation investments and related desired growth areas, and
 - The on-going maintenance and operation of the transportation system in NYMTC's planning area.
- Planning activities related to the shared goals, desired outcomes, land use designations and near-term actions that are defined in *PLAN 2045*'s shared vision.
- Planning activities related to the sub-regional planning needs; specifically, subarea studies and planning projects identified in the *Plan* or related to *PLAN 2045*'s shared goals, desired outcomes, land use designations and near-term actions and/or congested locations and corridors from the CMP.
- Planning activities to a performance- and outcome-based approach to achieve the national goals established by the FAST Act.

Building NYMTC's UPWP

The development of the State Fiscal Year (SFY) 2020-2021 UPWP has involved a process designed to coordinate and integrate regional transportation planning activities to the greatest extent possible. As indicated earlier, the process is grounded in the federal requirements, national performance goals and *PLAN 2045* to provide a multi-year context for the development of UPWPs.

Assembling the UPWP: Program Building

The SFY 2020-2021 UPWP was built by the staff and by the member agencies, using the national performance goals and *PLAN 2045* as guidance. The objective of the program building was to translate NYMTC's planning priorities into a cohesive annual program of planning projects and it resulted in a preliminary definition of specific projects for the SFY 2020-2021 UPWP. This preliminary definition included core projects, and new and previously-programmed strategic performance projects, to be carried forward from the previous UPWP.

Assessing the UPWP: Peer Review – after program building, the preliminary SFY 2020-2021 UPWP was then subjected to a process of peer review, during which NYMTC's members reviewed the preliminary project proposals in detail, considering both relevance to the planning priorities, the coordination aspects of strategic performance project proposals and estimated project costs in the context of anticipated resources for the UPWP. The result of the peer review process was an agreement on a final draft SFY 2020-2021 UPWP, pending federal review and public comment.

Assessing the UPWP: Public Review – the draft SFY 2020-2021 UPWP is released for a thirty-day public comment period, and on-line public review sessions are organized to explain the UPWP and gather additional comments. All comments are considered by NYMTC's relevant members prior to finalizing the UPWP for adoption.

Major Milestones for the SFY 2020 – 2021 UPWP

August 2020:

- New Congestion Mitigation and Air Quality Performance (CMAQ) Plan completed

September 2020:

- September 11th Memorial Program for 2020-2021 academic year begins
- 2055 county- and borough- level forecasts for Total Population and Total Employment adopted

October 2020:

- Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP adopted

December 2020:

- FFY 2019-2020 Annual Listing of Obligated Projects released
- Final report on the Smartphone Travel Survey pilot study completed
- 2019 Hub-Bound Report released

February 2021:

- Council adoption of SFY 2021-2022 UPWP
- Annual Report completed

March 2021

- Complete Draft *PLAN 2050*
- Complete Draft Congestion Management Process Status Report
- 2019 Regional Transportation Statistical Data Tables released

NYMTC Five Year Planning Projection Table

	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
<u>CATEGORY: Regional Planning</u>					
PLAN 2045	<i>PLAN 2045</i> Maintenance continues	Conclude <i>PLAN 2045</i> Maintenance	N/A	N/A	N/A
PLAN 2050	<i>PLAN 2050</i> public outreach; Draft <i>PLAN 2050</i> document toward adoption by 10.1.21	Adopt <i>PLAN 2050</i> by 10.1.21; begin <i>PLAN 2050</i> maintenance	<i>PLAN 2050</i> maintenance continues	<i>PLAN 2050</i> maintenance continues	<i>PLAN 2050</i> maintenance continues
PLAN 2055	N/A	Initial preparation for <i>PLAN 2055</i> cycle toward development by 10.1.25	<i>PLAN 2055</i> development cycle begins toward adoption by 10.1.25	<i>PLAN 2055</i> development cycle continues toward adoption by 10.1.25	<i>PLAN 2055</i> development cycle continues toward adoption by 10.1.25
CMP Status Report	CMP Status Report development cycle for <i>PLAN 2050</i> begins toward adoption by 10.1.21	Adopt CMP Status Report to accompany <i>PLAN 2050</i> by 10.1.21	CMP Status Report development cycle for <i>PLAN 2055</i> begins toward adoption by 10.1.25	CMP Status Report development cycle for <i>PLAN 2055</i> continues toward adoption by 10.1.25	CMP Status Report development cycle for <i>PLAN 2055</i> continues toward adoption by 10.1.25
Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)	Coordinated Plan development for <i>PLAN 2050</i> continues toward adoption by 10.1.21	Adopt Coordinated Plan as part of <i>PLAN 2050</i> by 10.1.21	Initial preparation for development of Coordinated Plan as part of <i>PLAN 2055</i> begins.	Development of Coordinated Plan as part of <i>PLAN 2055</i> continues	Development of Coordinated Plan as part of <i>PLAN 2055</i> continues

	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
Freight Plan	Freight Plan development as part of <i>PLAN 2050</i> development cycle continues	Adopt Freight Plan as part of <i>PLAN 2050</i> by 10.1.21	Initial preparation for development of Freight Plan as part of <i>PLAN 2055</i> begins	Development of Freight Plan as part of <i>PLAN 2055</i> continues	Development of Freight Plan as part of <i>PLAN 2055</i> continues
<u>CATEGORY: Regional Planning (continued)</u>					
Transportation Performance Management (TPM) Performance Measures	Start Revision of TPM System Performance Report for inclusion in <i>PLAN 2050</i> by 10.1.21. Revision of PM targets as necessary	Complete development of TPM System Performance Report for inclusion in <i>PLAN 2050</i> by 10.1.21	Revise TPM System Performance Report in <i>PLAN 2050</i> as needed	Begin development of TPM System Performance Report for inclusion in <i>PLAN 2055</i> by 10.1.25	Continue development of TPM System Performance Report for inclusion in <i>PLAN 2055</i> by 10.1.25
TPM Input Data	Continue collection and compilation of necessary data				
TPM Analytics	Begin analysis for TPM System Performance Report toward adoption within <i>PLAN 2050</i> by 10.1.21; begin TIP effects documentation toward adoption of the 22-26 TIP by 10.1.21	Complete analysis for TPM System Performance Report toward adoption within <i>PLAN 2050</i> by 10.1.21; Complete TIP effects documentation toward adoption of the 22-26 TIP by 10.1.21	Begin TIP effects documentation toward adoption of 24-28 TIP by 10.1.23	Complete TIP effects documentation toward adoption of 24-28 TIP by 10.1.23	Begin analysis for TPM System Performance Report toward adoption within <i>PLAN 2055</i> by 10.1.25; begin TIP effects documentation toward adoption of the 26-30 TIP by 10.1.25
TPM Agreements/Procedures	Amend metropolitan planning agreement and relevant MPO operating procedures as needed				

	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
TPM Training	Provide training as needed.				
<u>CATEGORY: Programming and Analysis</u>					
FFYs 2020-24 TIP	Continue FFYs 2020-24 TIP maintenance until 10.1.21	Continue FFYs 2020-24 TIP maintenance until 10.1.2	N/A	N/A	N/A
FFYs 2022-26 TIP	Develop FFYs 2022-26 TIP	Adopt FFYs 2022-26 TIP and begin TIP Maintenance	Continue FFYs 2022-26 TIP maintenance until 10.1.23	Continue FFYs 22-26 TIP maintenance until 10.1.23	N/A
FFYs 2024-28 TIP	NA	N/A	Develop FFYs 2024-28 TIP	Adopt FFYs 2024-28 TIP before 10.1.23; begin TIP maintenance	Continue FFYs 2024-28 TIP maintenance
FFYs 2026-30 TIP	NA	NA	NA	NA	Develop FFYs 2026-30 TIP
Annual Listing of Obligated Projects	Develop visualized Annual Listing by the end of each calendar year				
Transportation Conformity -- Programmatic and Analytical Elements	Develop and adopt a Transportation Conformity Determination as needed				
Grant Program Solicitations	Carry out program solicitations for CMAQ, Transportation Alternative Program (TAP) and enhanced Section 5310 programs as needed; provide support for Highway Safety Improvement Program (HSIP), Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding American (INFRA) solicitations				

	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sep. 2020	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sep. 2022	Start development of a new CMAQ Performance Plan	Complete new CMAQ Performance Plan by Sep. 2024
<u>CATEGORY: Planning Program</u>					
Annual UPWPs	Maintain current UPWP and develop a program for the next SFY. Complete TOOL redevelopment	Maintain current UPWP and develop a program for the next SFY			
UPWP Reporting	During each year, complete quarterly UPWP progress reports; UPWP annual completion reports and annual/biennial Title VI reports				
<u>CATEGORY: Analytical Tools and Forecasting</u>					
Socioeconomic and Demographic (SED) Forecasts	Adopt 2055 SED forecasts by 10.1.2020	Begin development of 2060 SED forecasts for <i>PLAN 2055</i> , to be adopted by 10.1.25; collect development inventory	Continue development of 2060 SED forecasts for <i>PLAN 2055</i> , to be adopted by 10.1.25	Continue development of 2060 SED forecasts for <i>PLAN 2055</i> , to be adopted by 10.1.25	Continue development of 2060 SED forecasts for <i>PLAN 2055</i> , to be adopted by 10.1.25

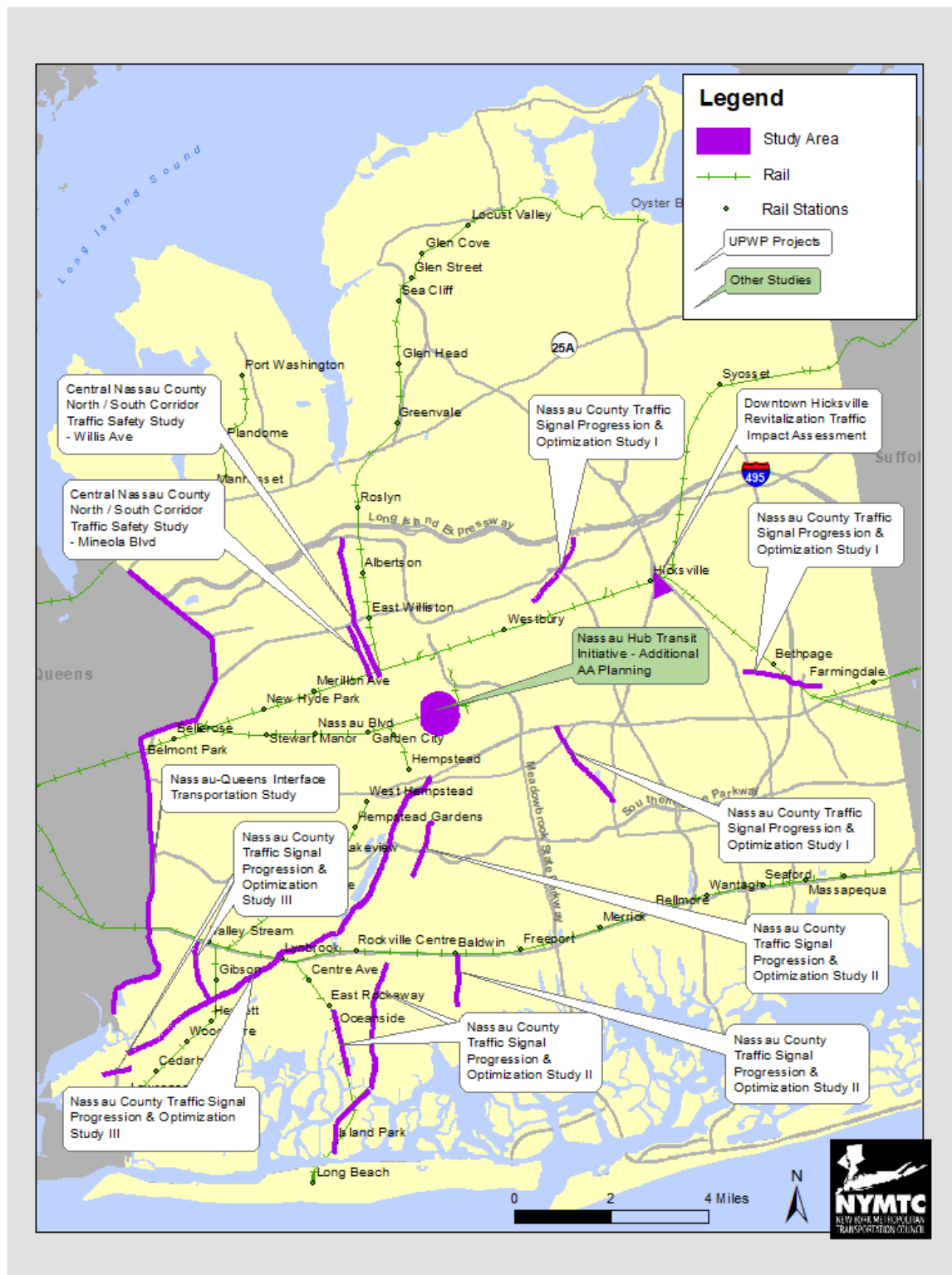
	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
New York Best Practice Model (NYBPM) BY	Release the Request for Proposal (RFP) for the development of NYBPM 2017 Base Year (BY) and start working on the project; Maintain and update the Project Information Management Systems (PIMS) and the Post Processor Software for Air Quality (PPS-AQ) and the Post Processor Software for the Congestion Management Process (PPS-PPS-CMP) for conformity and planning analyses	Release NYBPM 2017 BY with all the updates and enhancements and begin the RFP for the development of NYBPM 2022 BY; Maintain and update the PIMS and the PPS-AQ/ PPS-CMP tools for conformity and planning analyses.	Execution of the NYBPM 2022 BY contract and start the development of the NYBPM 2022 Base Update; Maintain and update the PIMS and the PPS-AQ/ PPS-CMP tools for conformity and planning analyses	Continue working on the development of the NYBPM 2022 Base Update; Maintain and update the PIMS and the PPS-AQ/ PPS-CMP tools for conformity and planning analyses	Continue development of NYBPM 2022 BY; Maintain and update the PIMS and the PPS-AQ/ PPS-CMP tools for conformity and planning analyses
Model Applications	Run model applications at member's request and respond to data requests				
<u>CATEGORY: Data Collection</u>					
Regional Surveys	Complete Smartphone Travel Survey pilot study	Initial preparation for Regional Household and Establishment Survey (RHES)	Begin REHS	Continue REHS	Continue REHS
Data Collection	Annual data collection for the NYBPM and for TPM				

	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
Metropolitan Planning Area Boundary Review per 2020 Census	N/A	N/A	NYMTC receives new UAB (Urban Area Boundaries) and MPO boundaries lists from NYSDOT, based on 2020 census. Member agencies begin review	Adoption of UAB and MPO boundaries lists by Program Finance and Administration Committee (PFAC) after member agencies' review completed, comments addressed	N/A
<u>CATEGORY: MPO Operations</u>					
Transportation Information Gateway (TIG)	TIG maintenance, updates and enhancement as necessary				
Title VI Program	Continue 2018 program; begin development of 2021 program	Adopt and initiate 2021 program	Continue 2021 program	Continue 2021 program; begin development of 2024 program	Initiate and Adopt 2024 program
Language Access	Continue language access support services				
Council, PFAC, TCCs Working Groups and Study Committees	Continue NYMTC's day-to-day operations in the implementation of the metropolitan transportation planning process; activities of the Council, and the TCCs, activities of the Council's committees and subcommittees and other ad-hoc working groups				
Public information	Enhance website capabilities; public affairs and fulfillment; social media maintenance and expansion				
Federal Certification Reviews	Address recommendations from 2018-2019 Certification Review	Prepare for 2022-2023 Certification Review	Prepare for 2022-2023 Certification Review	Address recommendations from 2022-2023 Certification Review	Prepare for 2026-2027 Certification Review

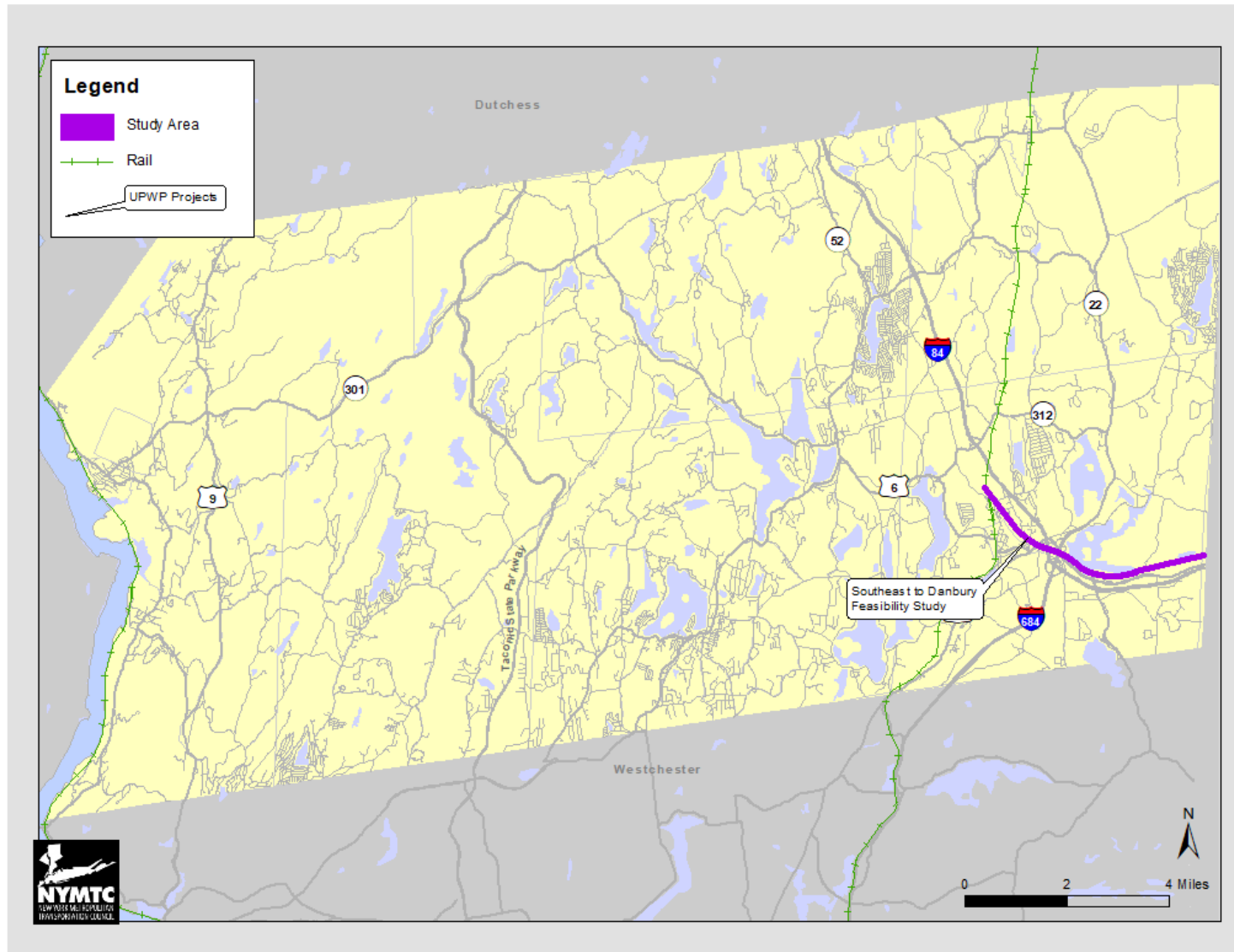
	<u>SFY 2020-2021</u>	<u>SFY 2021-2022</u>	<u>SFY 2022-2023</u>	<u>SFY 2023-2024</u>	<u>SFY 2024-2025</u>
Public Involvement Plan (PIP)	Maintain 2018 Public Involvement Plan (PIP)	Evaluate 2018 PIP and begin development of 2023 PIP for adoption by 10.1.23	Develop 2023 PIP for adoption by 10.1.23	Adopt 2023 PIP by 10.1.23	Maintain 2023 PIP
Administration	Support functions related to development, management, and administration of the organization's activities, facilities, and equipment; liaison with NYSDOT as NYMTC staff's administration host				
<u>CATEGORY: Strategic Performance Planning Projects</u>					
Discretionary Projects	CMP-related activities, near term activities and other specifically identified activities in Plan, on-going sustainable community activities, including community planning workshops; on-going September 11 memorial program				

Planning Project Locations

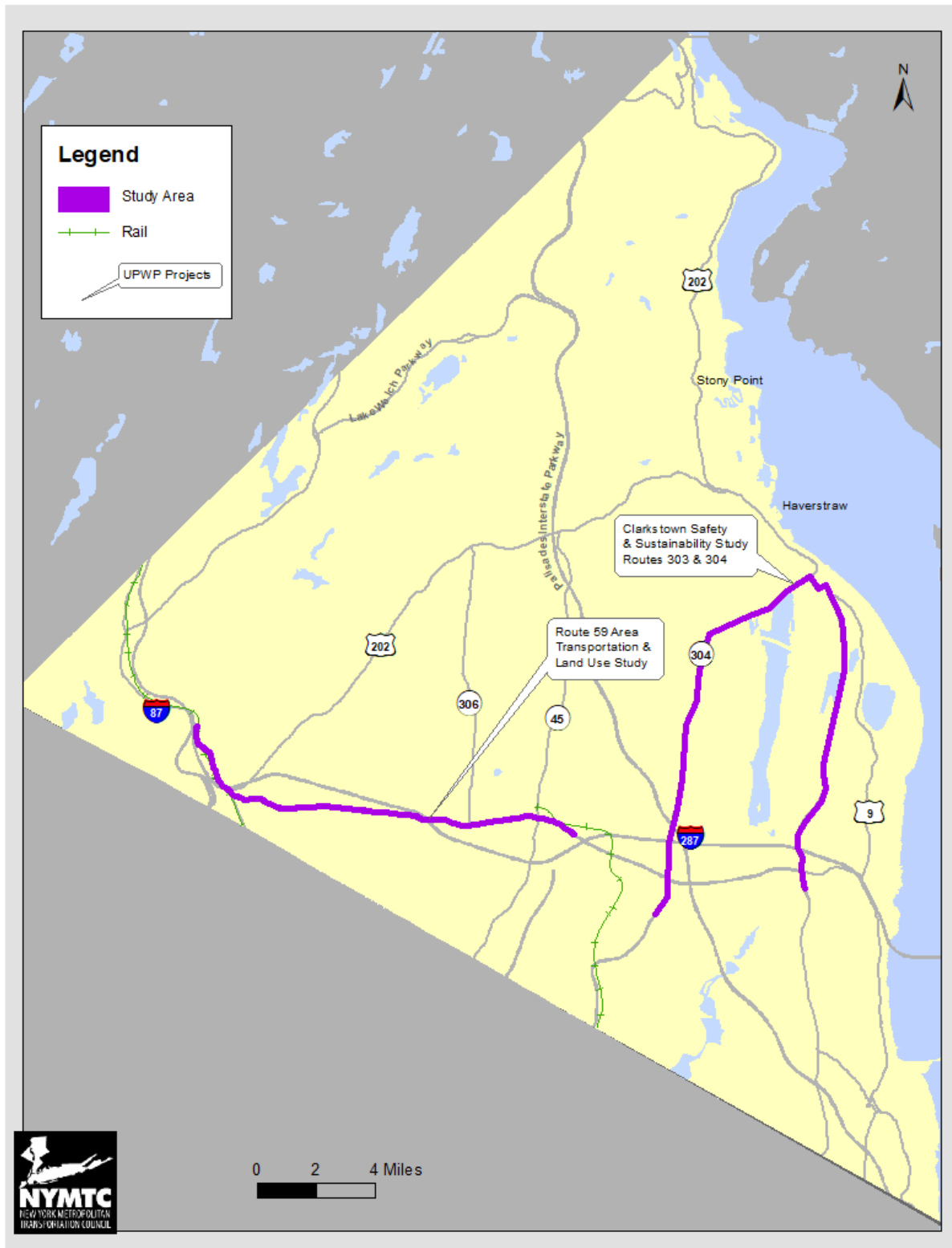
Long Island – Nassau County



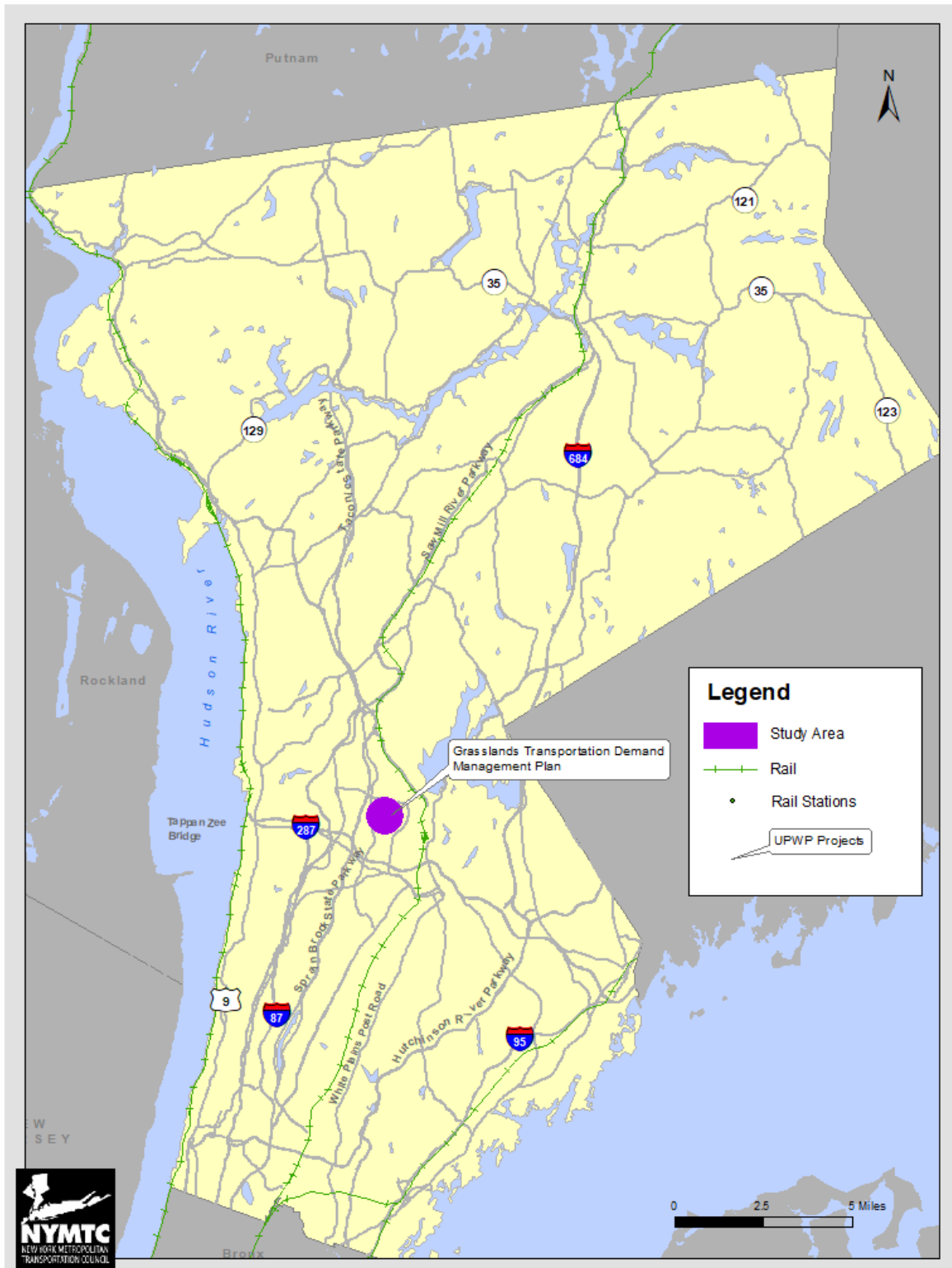
Mid-Hudson South – Putnam County



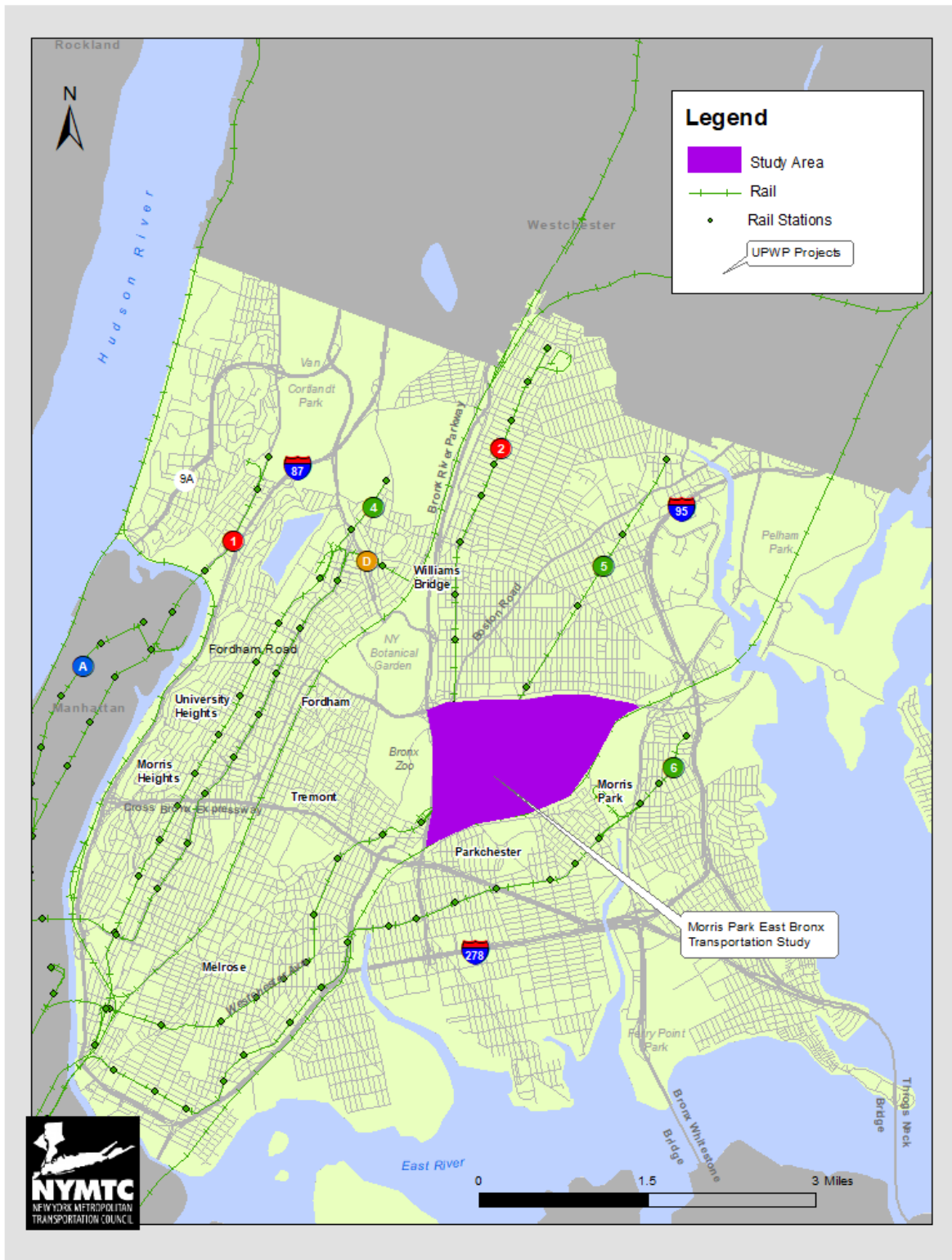
Mid-Hudson South – Rockland County



Mid-Hudson South – Westchester County



New York City - Bronx



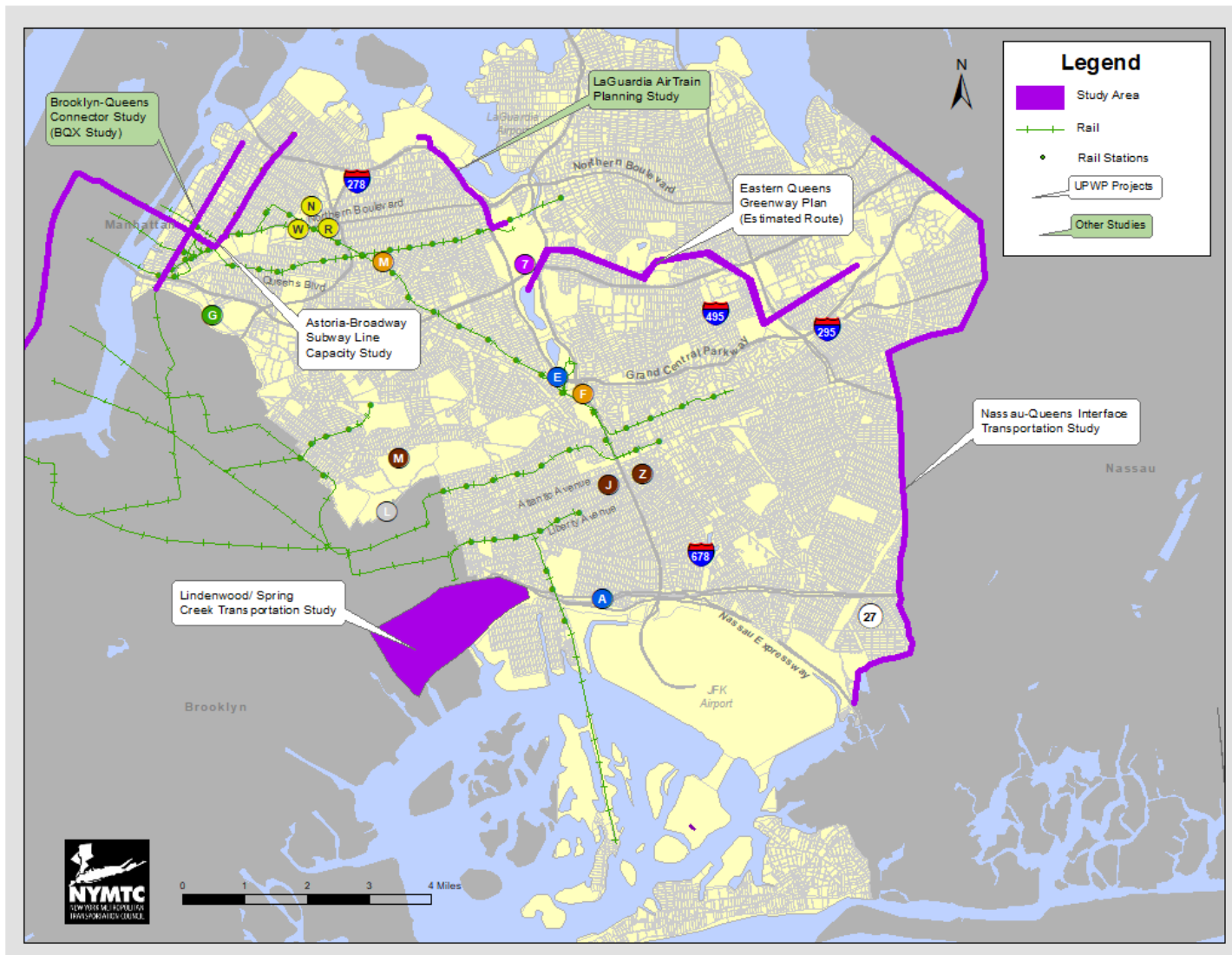
New York City - Brooklyn



New York City - Manhattan



New York City - Queens



New York City - Staten Island



Core Component Categories and Projects

Category A: Regional Planning

This category includes planning projects and activities related to the maintenance and updating of the RTP and other, related long-range planning activities in NYMTC's planning area. The RTP is a federally mandated product of the metropolitan planning process which provides a long-range, minimum twenty-year framework for transportation planning and federal investments in NYMTC's planning area.

Transportation improvement projects and transportation planning activities which are to be funded federally must have a basis in the RTP to be eligible for that funding. Included in this category are planning projects to assist in identifying long-range needs related to operating and maintaining and achieving a state-of-good-repair for regions extensive system of roadways, bridges, rail lines, bikeways, pedestrian, and ferry facilities. Other long-range planning activities support the long-range aspects of the metropolitan planning process.

This category also includes planning activities which will develop the programmatic elements of a performance-based management process for NYMTC in compliance with federal surface transportation authorization legislation and related federal rulemaking. This process will help NYMTC prioritize projects, make annual updates to the TIP, determine which project should be eligible to receive federal funding and consider how investment decisions can achieve the targets, measures and objectives of the RTP.

Highlights for the SFY 2020-2021 UPWP:

- *PLAN 2045* is being maintained and updated, as needed
- Development of *PLAN 2050* is in progress
- Maintenance of the Coordinated Public Transit-Human Services component of *PLAN 2045* continues
- Maintenance of the Regional Freight Plan continues, preparation for the development of the Regional Freight Plan component of *PLAN 2050* has begun.
- 2017 CMP status report is being reviewed and amended, as needed
- Development of various programmatic elements under the federal TPM requirements continues per final federal rulemakings

Recent Accomplishments for this Category:

- *PLAN 2045* was adopted, along with Pedestrian-Bicycle, Regional Freight Plan and the Coordinated Public Transit-Human Services Plan elements, in 2017 is being implemented
- Various amendments to *PLAN 2045* were processed and adopted
- CMP Status Report was adopted in 2017 and is being implemented
- TPM targets for Performance Measures Rules for Safety (PM1) were adopted as required in January 2019. Performance Measures Rules for Pavement and Bridge Condition (PM2), and Performance Measures Rules for System Performance, Freight, and CMAQ (PM3) adopted in 2018
- CMAQ Performance Plan was completed and adopted in 2018 and sent to NYSDOT as required
- The Systems Performance Report was developed and later updated in *PLAN 2045*
- Consultant has been selected to assist with the development of *PLAN 2050*

Category A: Regional Planning
Cost Summary

	<u>Funds programmed in SFY 2020-21</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,129,598	\$1,150,000	\$2,279,598
MHSTCC Staff	\$128,061	\$0	\$128,061
NSTCC Staff	\$246,600	\$0	\$246,600
NYCTCC Staff	\$387,650	\$0	\$387,650
NYMTC Staff Subtotal	\$1,891,909	\$1,150,000	\$3,041,909
MTA	\$36,326	\$0	\$36,326
Nassau County	\$140,173	\$0	\$140,173
NYCDCP	\$58,595	\$0	\$58,595
NYCDOT	\$6,000	\$155,061	\$161,061
Putnam County	\$31,812	\$0	\$31,812
Rockland County	\$98,377	\$0	\$98,377
Suffolk County	\$2,502	\$10,632	\$13,134
Westchester County	\$168,524	\$100,000	\$268,524
Members Subtotal	\$542,309	\$265,693	\$808,002
SDOT REG 08	\$70,557	\$0	\$70,557
SDOT REG 10	\$39,067	\$0	\$39,067
SDOT REG 11	\$79,117	\$0	\$79,117
NYSDOT Main Office	\$11,323	\$0	\$11,323
NYSDOT Subtotal	\$200,064	\$0	\$200,064
Category Total:	\$2,634,282	\$1,415,693	\$4,049,975

A01: *PLAN 2045* Maintenance / *PLAN 2050* Development

Expected Status as of April 1, 2020

PLAN 2045 and the 2017 CMP Status Report were adopted in June 2017. Per federal requirement, the next Plan and CMP status report must be adopted before October 1, 2021. The *PLAN 2050* development framework has been established and its development is underway. NYMTC has considered revisions to its regional vision to reflect the Council's vision for regional transportation.

Planning Assumptions for the SFY 2020-2021 UPWP

NYMTC will process approximately fifteen amendments to *PLAN 2045* during the program year to maintain and update various sections. The development of *PLAN 2050* and its specialized elements such as the Freight Plan, Coordinated Plan, and Pedestrian-Bicycle plan is expected to be underway.

Project Description

Amendments will be processed to maintain *PLAN 2045* as an accurate and working planning document for NYMTC's transportation planning process and as a basis for establishing this process' fiscal constraint. *PLAN 2050* will be under development along with the accompanying CMP Status Report and other special elements.

Project Tasks for NYMTC Staff:

1. Process various amendments to *PLAN 2045*, as needed
2. Facilitate meetings with the RTP Subcommittee and other sub-committees, at least monthly
3. Develop *PLAN 2050*'s various elements per the *PLAN 2050* workplan and the RTP Subcommittee
4. Conduct public outreach activities per the *PLAN 2050* workplan

Project Tasks NYMTC Member Agencies:

1. Review all amendments proposed for *PLAN 2045*
2. Participate in RTP Subcommittee and other sub-committee meetings
3. Assist with the development and review of all products for all components of *PLAN 2050*
4. Assist with *PLAN 2050*'s public outreach activities

Project Deliverables for NYMTC Staff:

1. Signed *PLAN 2050* development contract (Q1)

Project Deliverables for NYMTC Member Agencies and Staff:

1. *PLAN 2045* Amendments (Q1-Q4)
2. Draft *PLAN 2050* sections (Q1-Q4)
3. Public involvement activity reports, if undertaken (Q3-Q4)
4. Draft *PLAN 2050* (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

1) Contract Name: Development of NYMTC's 2022-2050 Regional Transportation Plan (*PLAN 2050*)

Contract PIN: PTCS18A11 FHWA PL Number: 100T-239

Contract Start Date: April 2020 Estimated Contract End Date: October 2021

Contract Cost: \$1,150,000

Corresponding tasks for NYMTC Staff: 2-4; Corresponding deliverables for staff and members: 2-4

This contract will retain professional services to help develop *PLAN 2050*.

Previously Programmed Funds:

NYMTC Staff: \$1,150,000

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

NYC DOT: \$125,042

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Suffolk County: \$7,505

Several projects from the previous program were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Westchester County: \$50,000

Several projects from previous the previous UPWP were completed for the less cost than anticipated. Balance of unspent funds is available for reprogramming.

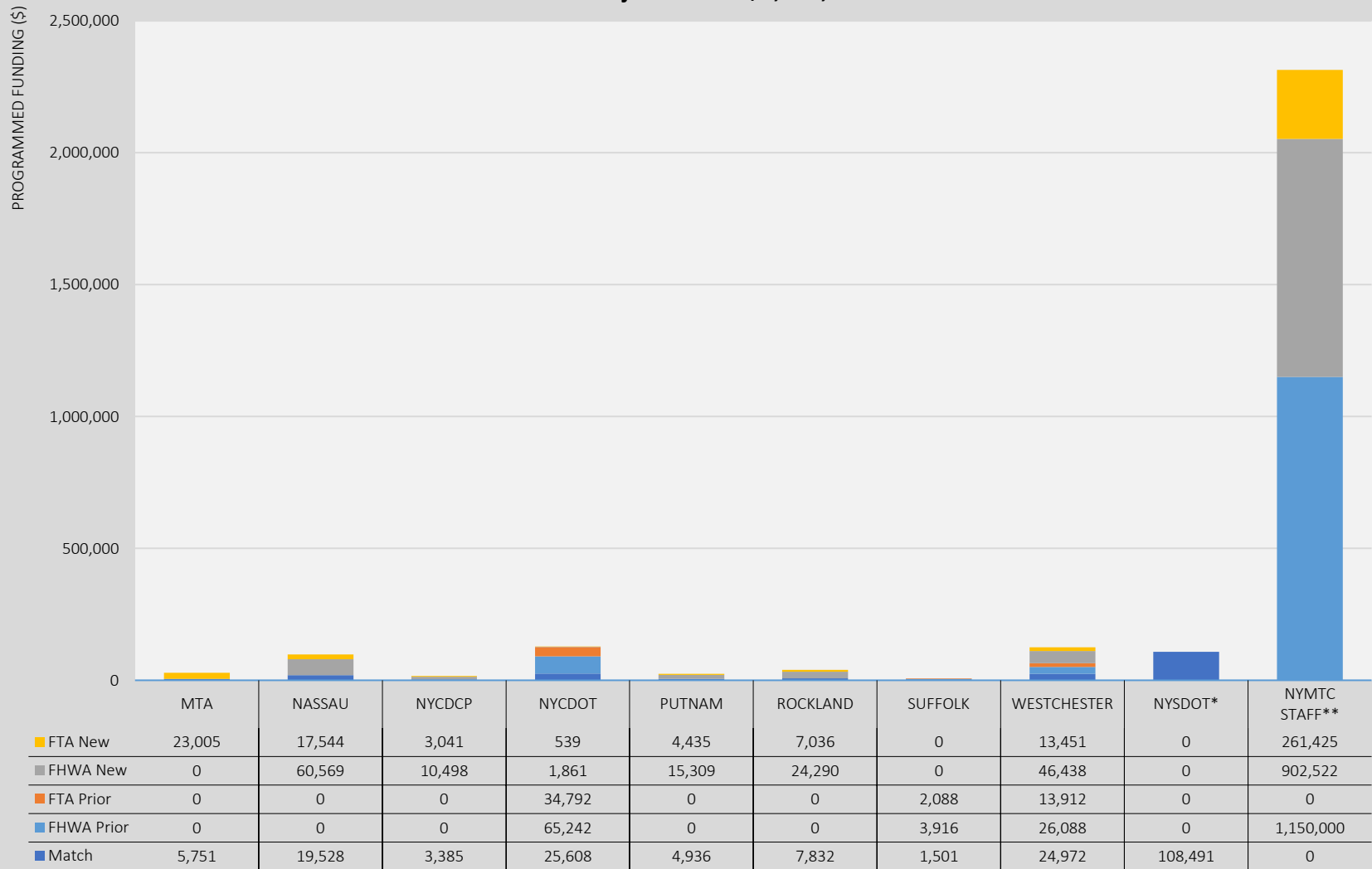
Summary of Project Funding:

See next pages.

A01 - Plan 2045 Maintenance / Plan 2050 Development

SFY 2020-2021

Total Project Funds: \$2,890,005



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

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

Project A01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$671,661	\$0	\$1,150,000	\$1,150,000	\$671,661	\$1,821,661
MHSTCC Staff	\$65,131	\$0	\$0	\$0	\$65,131	\$65,131
NSTCC Staff	\$143,828	\$200	\$0	\$0	\$144,028	\$144,028
NYCTCC Staff	\$283,127	\$0	\$0	\$0	\$283,127	\$283,127
NYMTC Staff Subtotal	\$1,163,747	\$200	\$1,150,000	\$1,150,000	\$1,163,947	\$2,313,947
MTA	\$28,756	\$0	\$0	\$0	\$28,756	\$28,756
Nassau County	\$97,641	\$0	\$0	\$0	\$97,641	\$97,641
NYCDOP	\$16,674	\$250	\$0	\$0	\$16,924	\$16,924
NYCDOT	\$125,042	\$3,000	\$0	\$125,042	\$3,000	\$128,042
Putnam County	\$24,680	\$0	\$0	\$0	\$24,680	\$24,680
Rockland County	\$39,158	\$0	\$0	\$0	\$39,158	\$39,158
Suffolk County	\$7,505	\$0	\$0	\$7,505	\$0	\$7,505
Westchester County	\$123,661	\$1,200	\$0	\$50,000	\$74,861	\$124,861
Members Subtotal	\$463,117	\$4,450	\$0	\$182,547	\$285,020	\$467,567
SDOT REG 08	\$52,323	\$0	\$0	\$0	\$52,323	\$52,323
SDOT REG 10	\$7,373	\$0	\$0	\$0	\$7,373	\$7,373
SDOT REG 11	\$37,471	\$0	\$0	\$0	\$37,471	\$37,471
NYSDOT Main Office	\$11,323	\$0	\$0	\$0	\$11,323	\$11,323
NYSDOT Subtotal	\$108,491	\$0	\$0	\$0	\$108,491	\$108,491
Project Total:						<u>\$2,890,005</u>

A02: Congestions Management Process – Monitoring and Implementation Plan

Expected Status as of April 1, 2020

The 2017 CMP Status Report was adopted in June 2017 and will be updated during the *PLAN 2050* development cycle. The updated CMP will be adopted with *PLAN 2050* prior to October 1, 2021.

Planning Assumptions for the SFY 2020-2021 Program

The CMP performance measures, and congested corridors identified in the CMP Status Report will continue to help members mitigate congestion in the NYMTC planning area.

Project Description:

A CMP is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance. It also assesses alternative strategies for congestion management that meet State and local needs.

The CMP Status Report contains performance measures and identifies highly congested corridors based on these performance measures. It also includes strategies that could be used to address congestion in these corridors and congested corridors identified by member agencies from discretionary studies. This project will monitor the performance measures and congested corridors so that member agencies can track congestion levels and institute strategies to mitigate congestion as needed.

Project Tasks for NYMTC Staff

1. Develop updated CMP Status Report
2. Update CMP dashboard for visual presentation of selected performance measures to help member agencies track congestion
3. Develop guidance for the congestion tracking tool
4. Quarterly corridor congestion reports

Project Tasks for NYMTC Member Agencies:

1. Review draft CMP Status Report
2. Review congestion reports

Project Deliverables for NYMTC Staff:

1. CMP monitoring tool/dashboard (Q1-4)
2. Congestion reports (Q1-4)
3. Draft CMP Status Report (Q4)

Related Professional Services Contracts:

None

Previously Programmed Funds:

NYC DOT: \$9,982

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Suffolk County: \$3,127

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

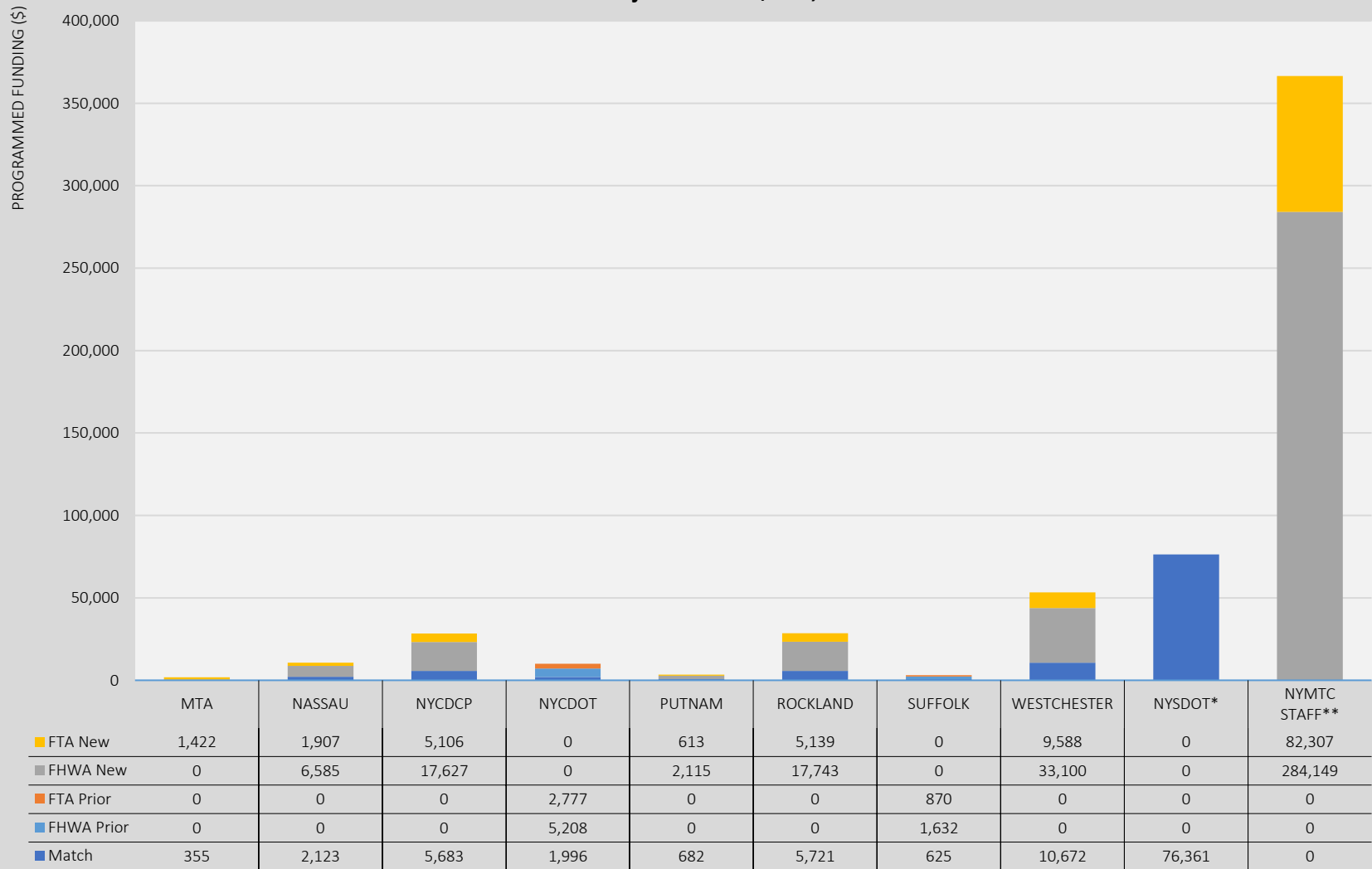
Summary of Project Funding:

See next pages.

A02 - Congestion Management Process – Monitoring and Implementation Plan

SFY 2020-2021

Total Project Funds: \$582,106



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

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

Project A02 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$268,355	\$0	\$0	\$0	\$268,355	\$268,355
MHSTCC Staff	\$41,954	\$0	\$0	\$0	\$41,954	\$41,954
NSTCC Staff	\$29,105	\$0	\$0	\$0	\$29,105	\$29,105
NYCTCC Staff	\$27,042	\$0	\$0	\$0	\$27,042	\$27,042
NYMTC Staff Subtotal	\$366,456	\$0	\$0	\$0	\$366,456	\$366,456
MTA	\$1,777	\$0	\$0	\$0	\$1,777	\$1,777
Nassau County	\$10,615	\$0	\$0	\$0	\$10,615	\$10,615
NYCDCP	\$28,166	\$250	\$0	\$0	\$28,416	\$28,416
NYCDOT	\$9,982	\$0	\$0	\$9,982	\$0	\$9,982
Putnam County	\$3,410	\$0	\$0	\$0	\$3,410	\$3,410
Rockland County	\$28,603	\$0	\$0	\$0	\$28,603	\$28,603
Suffolk County	\$3,127	\$0	\$0	\$3,127	\$0	\$3,127
Westchester County	\$53,359	\$0	\$0	\$0	\$53,359	\$53,359
Members Subtotal	\$139,039	\$250	\$0	\$13,109	\$126,180	\$139,289
SDOT REG 08	\$9,107	\$0	\$0	\$0	\$9,107	\$9,107
SDOT REG 10	\$25,609	\$0	\$0	\$0	\$25,609	\$25,609
SDOT REG 11	\$41,645	\$0	\$0	\$0	\$41,645	\$41,645
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$76,361	\$0	\$0	\$0	\$76,361	\$76,361
Project Total:						<u>\$582,106</u>

A03: Transportation Performance Management

Expected Status as of April 1, 2020

All performance targets and plans have been set and are in effect:

1. Safety, infrastructure, system performance targets;
2. CMAQ Performance Plan; and
3. Transit Asset Management (TAM) plans.

TIP impact assessment and the System Performance Report have been developed and included in the TIP and RTP, respectively. All required TPM planning agreements are in place.

Planning Assumptions for the SFY 2020-2021 Program

TPM requirements are fully effective and both the RTP and TIP need to be in full compliance. NYMTC has chosen to support the State's targets for safety, infrastructure and system performance by programming projects in support of these targets. Relevant targets, plans, and reports will be updated, as required.

Project Description

TPM is a federally required strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. This project will support the development or update of the performance targets, CMAQ performance plan, performance measurements and reports which will comply with federal requirements.

Project Tasks for NYMTC Staff:

1. Update safety targets in February 2020 only if NYSDOT adjusts these targets during the October 2020 mid-performance period
2. Update System Performance Report for the RTP to accommodate new safety targets and adjustments to PM2 and PM3 targets during the third quarter
3. Update CMAQ Performance Plan for inclusion in NYSDOT's October 2020 mid-performance period reports
4. Develop TPM Dashboard or other visual presentation of the performance measures
5. Facilitate meetings with the TPM subcommittee as needed, with up to four meetings
6. Develop revised TPM chapter section for *PLAN 2050*

Project Tasks for NYMTC Member Agencies:

1. Help update required reports, as needed
2. Participate in adjusting the safety, infrastructure and system performance targets, if required
3. Participate in up to four TPM subcommittee meetings, as needed
4. Review *PLAN 2050*'s TPM chapter during Q3

Project Deliverables for NYMTC Staff:

1. Updated System Performance Report (Q2)
2. Updated Baseline and Targets for Performance Measures, if needed (Q3)
3. *PLAN 2050* TPM chapter/section (Q3)
4. CMAQ Performance Plan Update (Q3-Q4)

Related Professional Services Contracts:

None

Previously Programmed Funds:

NYCDOT: \$20,037

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Westchester County: \$50,000

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

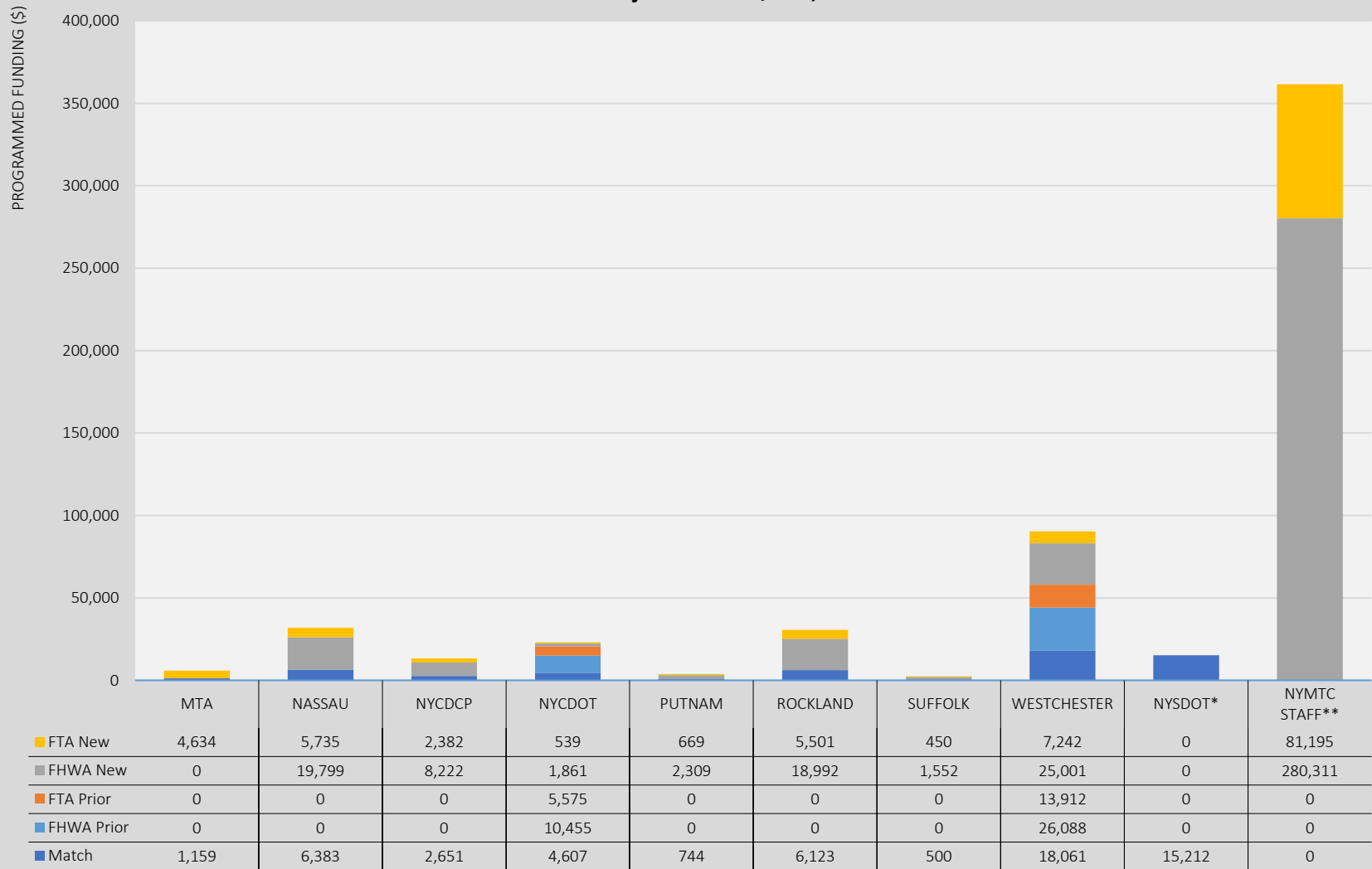
Summary of Project Funding:

See next pages.

A03 - Transportation Performance Management

SFY 2020-2021

Total Project Funds: \$577,864



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

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

Project A03 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$189,582	\$0	\$0	\$0	\$189,582	\$189,582
MHSTCC Staff	\$20,976	\$0	\$0	\$0	\$20,976	\$20,976
NSTCC Staff	\$73,467	\$0	\$0	\$0	\$73,467	\$73,467
NYCTCC Staff	\$77,481	\$0	\$0	\$0	\$77,481	\$77,481
NYMTC Staff Subtotal	\$361,506	\$0	\$0	\$0	\$361,506	\$361,506
MTA	\$5,793	\$0	\$0	\$0	\$5,793	\$5,793
Nassau County	\$31,917	\$0	\$0	\$0	\$31,917	\$31,917
NYCDCP	\$13,005	\$250	\$0	\$0	\$13,255	\$13,255
NYCDOT	\$20,037	\$3,000	\$0	\$20,037	\$3,000	\$23,037
Putnam County	\$3,722	\$0	\$0	\$0	\$3,722	\$3,722
Rockland County	\$30,616	\$0	\$0	\$0	\$30,616	\$30,616
Suffolk County	\$2,502	\$0	\$0	\$0	\$2,502	\$2,502
Westchester County	\$90,304	\$0	\$0	\$50,000	\$40,304	\$90,304
Members Subtotal	\$197,896	\$3,250	\$0	\$70,037	\$131,109	\$201,146
SDOT REG 08	\$9,127	\$0	\$0	\$0	\$9,127	\$9,127
SDOT REG 10	\$6,085	\$0	\$0	\$0	\$6,085	\$6,085
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$15,212	\$0	\$0	\$0	\$15,212	\$15,212
Project Total:						<u>\$577,864</u>

Category B: Programming and Analysis

This category includes planning projects related to the development and management of the TIP. The TIP is a federally mandated product of the metropolitan planning process which is a five-year program of transportation improvement projects in NYMTC's planning area. Improvement projects which will use federal funding must appear in an adopted TIP to be eligible for that funding. Additionally, improvement projects to be funded through non-federal sources are often shown in the TIP for information purposes.

Category B also includes planning projects that will carry out solicitations for specific federal grant programs, including the enhanced Section 5310 program, CMAQ program, and TAP.

Finally, planning projects to carry out regional emissions analyses and Transportation Conformity Determinations for the TIP and Plan are included in this category.

Highlights for the SFY 2020-2021 UPWP:

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

Recent Accomplishments for this Category:

- A fiscally constrained TIP for FFYs 2020-2024 has been adopted and amended
- Solicitations and subsequent project selection for various federal funding programs were completed and programed
- An Annual Listing of Obligated Projects was posted by December 31, 2019
- NYMTC conducted the Transportation Conformity Determination for the Federal Fiscal FFYs 2017-2021 TIP, as Amended and FFYs 2017-2045 RTP, as Amended, to Demonstrate Conformity with the 2015 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS)
- Regional emissions analyses and Transportation Conformity Determinations were completed, adopted and approved for the FFYs 2020-2024 TIP and for *PLAN 2045* as amended to demonstrate conformity with emissions milestones set under the CAAA-1990
- NYMTC conducted the Transportation Conformity Determination that had been necessitated by the pending adoption of a new RTP by the Orange County Transportation Council (OCTC) which impacts both the Poughkeepsie Ozone Nonattainment Area and the New York-Northern New Jersey-Long Island, NY-NJ-CT Fine Particulate Matter (PM_{2.5}) Non-Attainment Area

Category B: Programming and Analysis
Cost Summary

	<u>Funds programmed in SFY 2020-21</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,475,672	\$850,000	\$2,325,672
MHSTCC Staff	\$491,877	\$0	\$491,877
NSTCC Staff	\$564,992	\$0	\$564,992
NYCTCC Staff	\$583,281	\$0	\$583,281
NYMTC Staff Subtotal	\$3,115,822	\$850,000	\$3,965,822
MTA	\$10,254	\$0	\$10,254
Nassau County	\$80,868	\$0	\$80,868
NYCDCP	\$40,286	\$0	\$40,286
NYCDOT	\$0	\$425,045	\$425,045
Putnam County	\$111,923	\$0	\$111,923
Rockland County	\$75,606	\$0	\$75,606
Suffolk County	\$47,988	\$0	\$47,988
Westchester County	\$83,293	\$0	\$83,293
Members Subtotal	\$450,218	\$425,045	\$875,263
SDOT REG 08	\$21,809	\$0	\$21,809
SDOT REG 10	\$65,617	\$0	\$65,617
SDOT REG 11	\$28,764	\$0	\$28,764
NYSDOT Main Office	\$50,354	\$0	\$50,354
NYSDOT Subtotal	\$166,543	\$0	\$166,543
Category Total:	\$3,732,583	\$1,275,045	\$5,007,628

B01: Program Management

Expected Status as of April 1, 2020

Non-exempt amendments to the FFYs 2020-2024 TIP will be adopted prior to October 1, 2020. Subsequent non-exempt amendments to the FFYs 2020-2024 TIP will be prepared to accompany the adoption of *PLAN 2050*, NYMTC's next RTP, which will be adopted prior to October 1, 2021.

Planning Assumptions for the SFY 2020-2021 Program

Non-exempt amendments to the FFYs 2020-2024 TIP will be adopted prior to October 1, 2020. Subsequent non-exempt amendments to the FFYs 2020-2024 will be prepared to accompany the adoption of *PLAN 2050*. Up to 125 amendments, and an equal number of administrative modifications, of the FFYs 2020-2024 TIP will be adopted or processed. Statewide program solicitations for the TAP and Section 5310 program will be supported. Support will also be provided for federal discretionary program solicitations such as the HSIP, BUILD, INFRA, CMAQ, and Section 5339 discretionary programs, as needed.

Project Description

This project will support the development, adoption, and management of the TIP, as well as the solicitation and evaluation of project proposals for inclusion in the TIP under specific funding programs.

Project Tasks for NYMTC Staff:

1. Process up to 250 TIP actions for the FFYs 2020-2024 TIP
2. Quarterly update of visualization of the FFYs 2020-2024 TIP
3. Support statewide solicitations for TAP and Section 5310 programs, as required
4. Support federal and statewide HSIP, BUILD, INFRA, Section 5339 discretionary solicitations and other federal discretionary solicitations, as required
5. Monitor obligations of projects in FFYs 2020 and 2021 of the TIP monthly for regional funding management and Statewide Transportation Improvement Program (STIP) performance
6. Produce the Annual Listing of Obligated Projects

Project Tasks for NYMTC Member Agencies:

1. Submit requests for monthly TIP actions and support processing, as needed
2. Support updates to the FFYs 2020-2024 TIP visualization, as needed
3. Participate in the review and evaluation of project proposals submitted through statewide solicitations for TAP and section 5310 programs
4. Support the development of project proposals for federal and statewide HSIP, BUILD, INFRA, Section 5339 discretionary solicitations and other federal solicitations, as needed
5. Support project obligations monitoring in FFYs 2020 and 2021 of the TIP
6. Support development of the Annual Listing of Obligated Projects

Project Deliverable for NYMTC Staff:

1. Score carding and monthly obligations tracking (Q1-Q4)

Project Deliverables for NYMTC Member Agencies and Staff:

1. Adopt TIP actions (Q1-Q4)
2. Quarterly TIP listing and visualization (Q1-4)
3. Project selection for discretionary funding programs as required (Q1-Q4)
4. Annual Listing of Obligated Projects (Q3)

Related Professional Services Contracts:

None

Previously Programmed Funds:

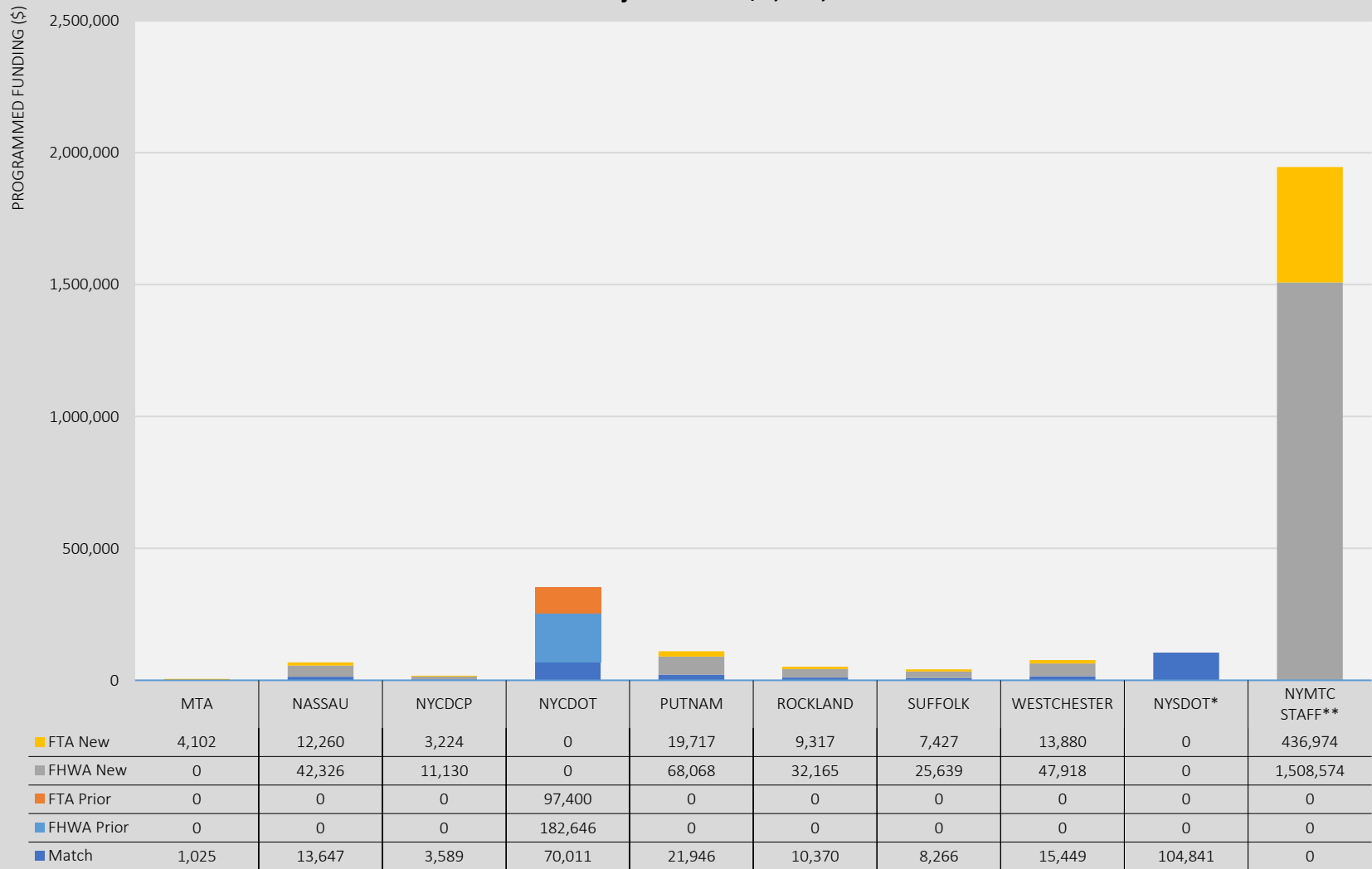
NYCDOT: \$350,057

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Summary of Project Funding:

See next pages.

**B01 - Program Management
SFY 2020-2021
Total Project Funds: \$2,771,911**



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

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

Project B01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$839,794	\$1,000	\$0	\$0	\$840,794	\$840,794
MHSTCC Staff	\$353,241	\$2,000	\$0	\$0	\$355,241	\$355,241
NSTCC Staff	\$336,626	\$100	\$0	\$0	\$336,726	\$336,726
NYCTCC Staff	\$412,787	\$0	\$0	\$0	\$412,787	\$412,787
NYMTC Staff Subtotal	\$1,942,448	\$3,100	\$0	\$0	\$1,945,548	\$1,945,548
MTA	\$5,127	\$0	\$0	\$0	\$5,127	\$5,127
Nassau County	\$68,233	\$0	\$0	\$0	\$68,233	\$68,233
NYCDCP	\$17,693	\$250	\$0	\$0	\$17,943	\$17,943
NYCDOT	\$350,057	\$0	\$0	\$350,057	\$0	\$350,057
Putnam County	\$109,731	\$0	\$0	\$0	\$109,731	\$109,731
Rockland County	\$51,852	\$0	\$0	\$0	\$51,852	\$51,852
Suffolk County	\$41,332	\$0	\$0	\$0	\$41,332	\$41,332
Westchester County	\$76,047	\$1,200	\$0	\$0	\$77,247	\$77,247
Members Subtotal	\$720,072	\$1,450	\$0	\$350,057	\$371,465	\$721,522
SDOT REG 08	\$13,299	\$0	\$0	\$0	\$13,299	\$13,299
SDOT REG 10	\$40,132	\$0	\$0	\$0	\$40,132	\$40,132
SDOT REG 11	\$28,764	\$0	\$0	\$0	\$28,764	\$28,764
NYSDOT Main Office	\$22,647	\$0	\$0	\$0	\$22,647	\$22,647
NYSDOT Subtotal	\$104,841	\$0	\$0	\$0	\$104,841	\$104,841
Project Total:						<u>\$2,771,911</u>

B02: Regional Emissions Analysis and Transportation Conformity

Expected Status as of April 1, 2020

The FFYs 2020-2024 TIP and an associated Transportation Conformity Determination were adopted on September 5, 2019. A Transportation Conformity Determination for non-exempt projects to the FFYs 2020-2024 TIP and the amended *PLAN 2045* is underway and scheduled for adoption prior to October 1, 2020. Preparations are underway to develop a regional emissions analysis that will be part of the Transportation Conformity Determination for subsequent non-exempt amendments to the FFYs 2020-2024 TIP and *PLAN 2050*, which will be adopted with *PLAN 2050*.

Planning Assumptions for the SFY 2020-2021 Program

A Transportation Conformity Determination for non-exempt projects to the FFYs 2020-2024 TIP will be adopted prior to October 1, 2020. Preparation for a subsequent Conformity Analysis for non-exempt amendments to the FFYs 2020-2024 TIP and *PLAN 2050* will be underway for adoption prior to October 1, 2021.

Project Description

This project will undertake the regional emissions analyses and Transportation Conformity Determinations prepared for projects or revisions to projects which are non-exempt under the CAAA-1990 and included in the TIP and the fiscally constrained element of the RTP.

Project Tasks for NYMTC Staff:

1. Code project information into the NYBPM
2. Run NYBPM for all the required milestone years with non-exempt projects and regionally significant projects
3. Run the PPS-AQ and conduct off-model analysis to calculate required pollutant emissions
4. Coordinate with the Interagency Consultation Group (ICG), as needed

Project Tasks for NYMTC Member Agencies and Staff:

1. Collect and review the following data as part of the non-exempt amendments to the FFYs 2020-2024 TIP:
 - a. Non-exempt projects for the regional emissions analysis
 - b. “Regionally significant” non-federal, non-exempt projects
 - c. Transit operational policy and service level changes
 - d. Roadway operational policy changes
 - e. Geo-spatial information for the above, if applicable
2. Support public comment and review periods
3. Develop draft and final Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP
4. After the Conformity Determination for non-exempt amendments to the FFYs 2020-2024 TIP, review the projects in the PIMS data base in preparation for project data collection related to the adoption of *PLAN 2050*
5. Identify new non-exempt projects or non-exempt projects that have been altered in the fiscally constrained part of *PLAN 2050*, as needed
6. Organize the *PLAN 2050* project data collection effort, working with the member agencies through the TCCs

Project Deliverables for NYMTC Member Agencies and Staff:

1. Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP and amended *PLAN 2045* (Q3)

Related Professional Services Contracts:

NYMTC Staff Contracts

1) Contract Name: Model Application Contractor (2020)

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Estimated Contract Start Date:</u>	4/1/2020	<u>Estimated Contract End Date:</u>	3/31/2021
<u>Estimated Contract Costs:</u>			\$250,000

Corresponding tasks for NYMTC staff: 1-6; corresponding deliverables for staff and members:
This contractor supports the development of conformity analyses and provides support other NYBPM work

2) Contract Name: Model Application Contractor Support for Conformity Determination

<u>Contract PIN:</u>	PTCS17B11	<u>FHWA PL Number:</u>	100T-223
<u>Estimated Contract Start Date:</u>	4/1/2019	<u>Estimated Contract End Date:</u>	3/31/2022
<u>Estimated Contract Costs:</u>			\$600,000

Corresponding tasks for NYMTC staff: 3; corresponding deliverables for staff and members: 1.

This contractor will participate in development of draft and final Transportation Conformity Determination documentation for non-exempt amendments to the FFYs 2020-2024 TIP and other conformity runs, as needed.

Previously Programmed Funds:

NYMTC Staff: \$850,000

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

NYCDOT: \$74,988

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Summary of Project Funding:

See next pages.

B02 - Transportation Conformity – Programmatic Element

SFY 2020-2021

Total Project Funds: \$2,235,717



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

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

Project B02 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$529,878	\$105,000	\$850,000	\$850,000	\$634,878	\$1,484,878
MHSTCC Staff	\$135,636	\$1,000	\$0	\$0	\$136,636	\$136,636
NSTCC Staff	\$228,266	\$0	\$0	\$0	\$228,266	\$228,266
NYCTCC Staff	\$170,494	\$0	\$0	\$0	\$170,494	\$170,494
NYMTC Staff Subtotal	\$1,064,274	\$106,000	\$850,000	\$850,000	\$1,170,274	\$2,020,274
MTA	\$5,127	\$0	\$0	\$0	\$5,127	\$5,127
Nassau County	\$12,635	\$0	\$0	\$0	\$12,635	\$12,635
NYCDOP	\$22,093	\$250	\$0	\$0	\$22,343	\$22,343
NYCDOT	\$74,988	\$0	\$0	\$74,988	\$0	\$74,988
Putnam County	\$2,192	\$0	\$0	\$0	\$2,192	\$2,192
Rockland County	\$23,754	\$0	\$0	\$0	\$23,754	\$23,754
Suffolk County	\$6,656	\$0	\$0	\$0	\$6,656	\$6,656
Westchester County	\$6,046	\$0	\$0	\$0	\$6,046	\$6,046
Members Subtotal	\$153,491	\$250	\$0	\$74,988	\$78,753	\$153,741
SDOT REG 08	\$8,510	\$0	\$0	\$0	\$8,510	\$8,510
SDOT REG 10	\$25,485	\$0	\$0	\$0	\$25,485	\$25,485
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$27,707	\$0	\$0	\$0	\$27,707	\$27,707
NYSDOT Subtotal	\$61,702	\$0	\$0	\$0	\$61,702	\$61,702
Project Total:						<u>\$2,235,717</u>

Category C: Planning Programs

This category includes planning project related to the development and management of the annual UPWP. The UPWP is a federally-mandated product of the metropolitan planning process that defines an annual program of transportation planning activities in NYMTC's planning area. Planning projects which are to be federally funded must appear in an adopted UPWP to be eligible for that funding. Additionally, planning projects that are or will be funded in other ways are catalogues for information and coordination purposes.

Highlights for the SFY 2020-2021 UPWP:

- Reporting mechanisms will be maintained to provide information on the status, progress and accomplishments of specific planning project tasks and deliverables listed in the UPWP
- The SFY 2020-2021 UPWP will be managed, including necessary amendments and administrative modifications to its programmatic structure, during the program year and preparation of quarterly progress reports and NYMTC members' payment vouchers.
- Progress reports will be developed and submitted for the SFY 2020-2021 UPWP as required
- Program building, and peer review will be conducted to develop a draft of the SFY 2021-2022 UPWP for federal and public review
- The reporting system will be maintained as required by Title VI of the Civil Rights Act of 1964 and EO 12898 on EJ
- Professional services will be hired to upgrade NYMTC's budgeting system

Recent Accomplishments for this Category:

- The SFY 2019-2020 UPWP was prepared, adopted and executed per federal planning requirements
- Progress reports have been developed and submitted, as required
- Various amendments and administrative modifications to the UPWP were processed as needed
- The progress and accomplishments of specific planning project tasks and deliverables listed in the UPWP were monitored and reviewed
- Progress reports and payment vouchers were reviewed and processed

Category C: Planning Program
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2020-21</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,587,632	\$300,000	\$1,887,632
MHSTCC Staff	\$28,974	\$0	\$28,974
NSTCC Staff	\$15,558	\$0	\$15,558
NYCTCC Staff	\$76,988	\$0	\$76,988
NYMTC Staff Subtotal	\$1,709,152	\$300,000	\$2,009,152
MTA	\$41,318	\$0	\$41,318
Nassau County	\$60,247	\$0	\$60,247
NYCDCP	\$181,850	\$0	\$181,850
NYCDOT	\$0	\$199,995	\$199,995
Putnam County	\$21,435	\$0	\$21,435
Rockland County	\$35,040	\$0	\$35,040
Suffolk County	\$20,918	\$0	\$20,918
Westchester County	\$75,958	\$0	\$75,958
Members Subtotal	\$436,766	\$199,995	\$636,761
SDOT REG 08	\$1,582	\$0	\$1,582
SDOT REG 10	\$1,523	\$0	\$1,523
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$20,164	\$0	\$20,164
NYSDOT Subtotal	\$23,269	\$0	\$23,269
Category Total:	\$2,169,187	\$499,995	\$2,669,182

C01: Annual Unified Planning Work Program Development and Program Reporting

Expected Status as of April 1, 2020

The SFY 2020-2021 UPWP was adopted by the Council in February 2020. The SFY 2019-2020 UPWP was amended during the program year, as needed.

Planning Assumptions for the SFY 2020-2021 Program

The current UPWP will be maintained, and a new one developed for SFY 2021-2022. The UPWP budgeting tool will be expanded to support more of NYMTC's administrative functions. Quarterly UPWP progress reports will be completed. Semi-annual UPWP reports and the annual performance and expenditure report will be submitted to NYSDOT. Title VI reports will be completed as needed.

Project Description

This project manages and maintains the SFY 2020–2021 UPWP and completes the necessary program reporting. Amendments and administrative modifications to its programmatic structure will be executed as needed. The SFY 2021-2022 UPWP will be developed through coordinating with NYMTC's member agencies and staff. Available planning funds will be used for planning projects that address the region's needs, support the regional planning process, and are consistent with the RTP. Quarterly progress reports and payment vouchers will be submitted by member agencies and reviewed by staff. Title VI reports will be submitted as required.

Project Tasks for NYMTC Staff:

1. Develop the SFY 2021-2022 UPWP guidance package
2. Facilitate the development of SFY 2021-2022 UPWP
3. Develop project information, including staffing and direct costs, for UPWP projects undertaken by NYMTC staff for the SFY 2021-2022 UPWP
4. Develop new discretionary projects, to be reviewed and selected by NYMTC members
5. Review project submissions and provide feedback to members and staff
6. Prepare the SFY 2021-2022 UPWP document
7. Organize a public comment period for the draft SFY 2021-2022 UPWP
8. Develop a new content management system to manage the UPWP and other, related, NYMTC administrative functions
9. Review and compile the members' UPWP progress submittals, along with the staff's, and review and process quarterly payment vouchers
10. Coordinate procurement checklist requirements and submissions as required
11. Prepare reporting as required by Title VI of the Civil Rights Act of 1964 and EO 12898 on EJ, as well as the related guidance by the FTA

Project Tasks NYMTC Members:

1. Review draft guidance package for the development of the SFY 2021-2022 UPWP
2. Develop staffing and direct costs for mandatory core projects in the SFY 2021-2022 UPWP
3. Develop project information for new discretionary projects
4. Submit a catalogue of non-UPWP funded transportation related planning studies that are expected to be active during SFY 2021-2022 for inclusion in UPWP
5. Participate in the selection process for new discretionary projects
6. Support the SFY 2021-2022 UPWP public comment period
7. Compile and submit UPWP progress reports and quarterly payment vouchers
8. Submit UPWP deliverables, including draft and final reports, for federal review as they become available throughout the program year
9. Prepare reporting as required by Title VI of the Civil Rights Act of 1964 and EO 12898 on EJ, as well as the related guidance by FTA

Project Deliverables for NYMTC Staff:

1. Annual Performance and Expenditure report (Q2)
2. Guidance package for the SFY 2021-2022 UPWP (Q2)
3. Semi-annual reports summarizing activities of NYMTC staff and member agencies (Q2, Q4)

Project Deliverables for NYMTC Member Agencies:

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

Project Deliverables for NYMTC Member Agencies and Staff:

1. Completed amendments/administrative modifications to the UPWP (Q1-Q4)
2. Adopted SFY 2021-2022 UPWP (Q4)
3. Title VI reports (Q4)

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

1) Contract Name: Tool Redevelopment.

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Estimated Contract Start Date:</u>	April 2020	<u>Contract End Date:</u>	March 2021
Estimated Contract Costs:			\$300,000

Corresponding tasks for NYMTC staff: 8

This contract will retain professional services to redevelop the Tool, UPWP database.

Previously Programmed Funds:

NYMTC Staff: \$300,000

Funds for this contract were programmed in the previous UPWP. New York State procurement rules require funds to be fully programmed before contracts can be solicited. The contracting process started later than expected. Use of funds was delayed. Unspent balance is carried over to the current UPWP.

NYCDOT \$199,995

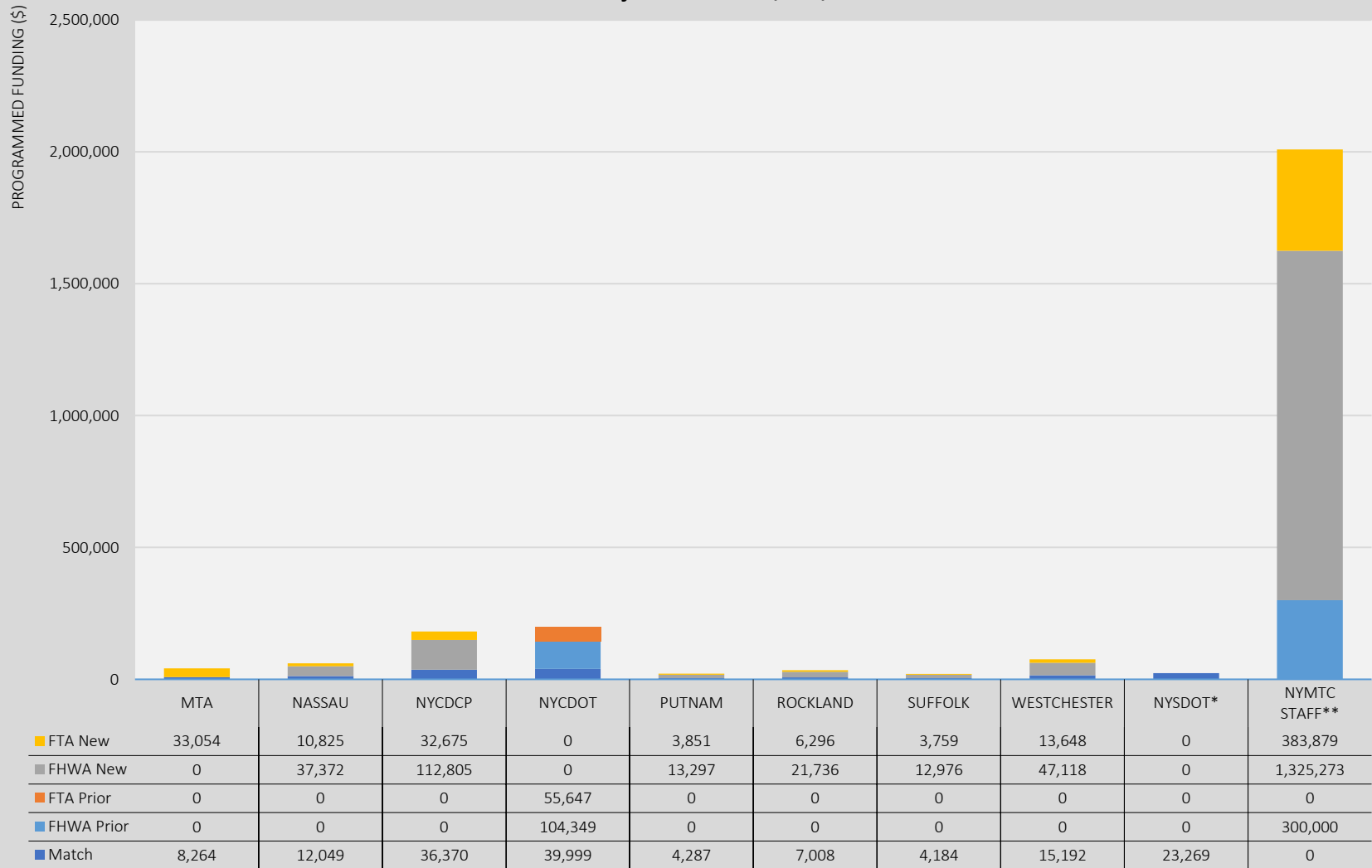
Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Summary of Project Funding:

See next pages.

**C01 - Annual Unified Planning Work Program (UPWP) Development and Program Reporting
SFY 2020-2021**

Total Project Funds: \$2,669,182



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

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

Project C01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$1,457,632	\$130,000	\$300,000	\$300,000	\$1,587,632	\$1,887,632
MHSTCC Staff	\$28,974	\$0	\$0	\$0	\$28,974	\$28,974
NSTCC Staff	\$15,558	\$0	\$0	\$0	\$15,558	\$15,558
NYCTCC Staff	\$76,988	\$0	\$0	\$0	\$76,988	\$76,988
NYMTC Staff Subtotal	\$1,579,152	\$130,000	\$300,000	\$300,000	\$1,709,152	\$2,009,152
MTA	\$41,318	\$0	\$0	\$0	\$41,318	\$41,318
Nassau County	\$60,247	\$0	\$0	\$0	\$60,247	\$60,247
NYCDCP	\$181,350	\$500	\$0	\$0	\$181,850	\$181,850
NYCDOT	\$199,995	\$0	\$0	\$199,995	\$0	\$199,995
Putnam County	\$21,435	\$0	\$0	\$0	\$21,435	\$21,435
Rockland County	\$35,040	\$0	\$0	\$0	\$35,040	\$35,040
Suffolk County	\$20,918	\$0	\$0	\$0	\$20,918	\$20,918
Westchester County	\$75,958	\$0	\$0	\$0	\$75,958	\$75,958
Members Subtotal	\$636,261	\$500	\$0	\$199,995	\$436,766	\$636,761
SDOT REG 08	\$1,582	\$0	\$0	\$0	\$1,582	\$1,582
SDOT REG 10	\$1,523	\$0	\$0	\$0	\$1,523	\$1,523
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$20,164	\$0	\$0	\$0	\$20,164	\$20,164
NYSDOT Subtotal	\$23,269	\$0	\$0	\$0	\$23,269	\$23,269
Project Total:						<u>\$2,669,182</u>

Category D: Analytical Tools and Forecasting

This category includes planning projects which seek to maintain, operate and upgrade NYMTC's analytical tools, simulation models and post-processors. These include the NYBPM, NYMTC's regional travel demand forecasting model. Analytical and forecasting capabilities are essential to the production of NYMTC's federally mandated forecasts of socioeconomic characteristics, traffic congestion and motor vehicle emissions. Projects to update and allocate needed socioeconomic data are also found in this category.

Highlights for the SFY 2020-2021 UPWP

- The updated 2055 SED forecasts will be produced at county and Transportation Analysis Zone (TAZ) level
- County level 2055 Population and Employment forecasts will be adopted by PFAC
- The 2012 BY NYBPM update will be completed, with the fully validated model ready for use in regional planning applications
- Contractual process for the next model update NYBPM 2017 will begin
- Update and enhancement of PIMS will continue
- Post-processor software will be upgraded to integrate the latest version of EPA's Motor Vehicle Emission Simulator (MOVES) software
- CMP tool enhancements will continue
- Requests for NYBPM outputs and forecasts will be fulfilled

Recent Accomplishments for this Category:

- An inventory of development projects proposed in the NYMTC planning area was collected and geocoded
- The draft SED forecasts at county and TAZ level were prepared for the Forecasting Working Group's (FWG) review
- Estimation of all 2012 BY NYBPM model components are completed
- Demo version of 2012 BY model received and tested
- PPS-AQ has been tested for consistency and reasonableness with MOVES guidelines and validated for emission pollutants including greenhouse gases (GHG)
- PPS-CMP has been tested vigorously for consistency and reasonableness with observed flow volumes
- A total of 48 data requests were provided including origin-destination (O/D) trip tables, installation CDs, TAZ shaped files, highway and transit networks

Category D: Analytical Tools and Forecasting
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2020-21</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,438,837	\$5,692,000	\$7,130,837
MHSTCC Staff	\$16,782	\$0	\$16,782
NSTCC Staff	\$33,135	\$0	\$33,135
NYCTCC Staff	\$1,854	\$0	\$1,854
NYMTC Staff Subtotal	\$1,490,608	\$5,692,000	\$7,182,608
MTA	\$116,800	\$0	\$116,800
Nassau County	\$128,601	\$0	\$128,601
NYCDCP	\$159,404	\$0	\$159,404
NYCDOT	\$2,000	\$84,989	\$86,989
Putnam County	\$25,155	\$0	\$25,155
Rockland County	\$41,091	\$0	\$41,091
Suffolk County	\$7,504	\$0	\$7,504
Westchester County	\$59,972	\$0	\$59,972
Members Subtotal	\$540,527	\$84,989	\$625,516
SDOT REG 08	\$10,953	\$0	\$10,953
SDOT REG 10	\$3,241	\$0	\$3,241
SDOT REG 11	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$14,194	\$0	\$14,194
Category Total:	\$2,045,329	\$5,776,989	\$7,822,318

D01: Model Development, Enhancement, and Applications

Expected Status as of April 1, 2020

The NYBPM 2012 BY model will be available for use in developing Transportation Conformities, *PLAN 2050*, and the updated CMP status report. The NYBPM 2017 BY update RFP development has begun. PIMS has been updated to meet conformity needs. The PPS-AQ and the PPS-CMP have been updated with the most recent inputs from NYSDOT. A GHG Emissions Inventory Report was produced following the completion of the Transportation Conformity Determination for the FFYs 2020-2024 TIP.

Planning Assumptions for the SFY 2020-2021 Program

The NYBPM 2012 BY Model will be implemented to replace the current 2010 BY Model. NYBPM 2017 BY development will begin. NYMTC will update and maintain the PPS-AQ and PPS-CMP and modify the PIMS for emissions analysis. NYMTC will supply input and output data, upon request, from member agencies and the public. NYMTC staff may conduct special analysis for member agencies, as requested. A GHG Emissions Inventory Report and congestion maps will be prepared for *PLAN 2050*.

Project Description:

This project will maintain NYMTC's NYBPM and other tools to meet federal requirements for the planning assumptions that must be used for the RTP, CMP, regional emissions analyses, and other planning products. The NYBPM BY 2017 update will begin using the latest version of TransCAD and updated highway and transit networks, as necessary. The PPS-AQ will need to be validated for NYBPM BY 2012 and may need to incorporate a new version of the EPA's MOVES. The PPS-CMP may need to be updated with the latest input data for the next CMP status report.

NYMTC will respond to data requests from members, stakeholders, and the public, and conduct special analyses as needed. NYMTC will continue to maintain PIMS and improve its efficiency through enhancements such as more user-friendly interfaces, simpler data exaction into PIMS, and Geographic Information Systems (GIS) to visualize all projects.

Project Tasks for NYMTC Staff:

1. Complete the model delivery, testing, and reasonableness checking process for the NYBPM BY 2012 Update project, and participate in model training and support tasks
2. Complete consultant selection and execution of the NYBPM BY 2017 Update contract and initiate the project kick off meeting and network update tasks
3. Update the PPS-AQ to integrate the most current version of MOVES consistent with EPA's version incorporate current input data and ensure consistency with NYBPM 2012 BY Update
4. Update the PPS-CMP to be consistent with the PPS-AQ
5. Maintain and enhance the PIMS for project data collection for the regional emissions analysis
6. Process all NYBPM-related data requests
7. Provide support to member agencies in running the NYBPM and conduct analyses in response to special requests from member agencies
8. Produce GHG Emissions Inventory Report following completion of each Transportation Conformity Determination

Project Tasks for NYMTC Member Agencies:

1. Support the implementation of NYBPM 2012 BY Update including enhancements as per users' needs
2. Participate in NYBPM 2017 BY development, including steering committee meetings and reviewing technical memos

Project Deliverables for NYMTC Staff:

1. Validated NYBPM 2012 BY model, including user documentation and training (Q2)
2. Updated PPS-AQ (Q3)
3. GHG Emissions Inventory Report(Q3)
4. Updated PPS-CMP (Q4)
5. Data requests catalogue (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

- 1) Contract Name: AQ and PPS-CMP Hosting, Maintenance and Technical Support-5th year

Contract PIN: PTCS11D13 FHWA PL Number: 100T-232

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated Contract Costs: \$300,000

Corresponding tasks for NYMTC staff: 3-4; corresponding deliverables: 2, 4

Hosting PPS-AQ and PPS-CMP on a server maintained and supported at Cornell. Providing maintenance, back up and technical support for PPS-AQ and PPS-CMP for conformity and accommodate changes to functionality of PPS-AQ due to changes in conformity and PBPP requirements

- 2) Contract Name: PIMS Maintenance, Hosting, Enhancement and Tech Support (2020)

Contract PIN: PTCS17D13 FHWA PL Number: 100T-232

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated Contract Costs: \$100,000

Corresponding tasks for NYMTC staff: 5;

To maintain and host the web-based PIM software by New Jersey Institute of Technology (NJIT) and develop and enhance the software including but not limited to updating the existing detail project information sheets and providing technical support.

- 3) Contract Name: Model Development Technical Support Contractor II Year (Balance of PSA)

Contract PIN: PTCS17D11 FHWA PL Number: 100T-224

Contract Start Date: April 2018 Contract End Date: 3/31/2022

Estimated Contract Costs: \$440,000

Corresponding tasks for NYMTC staff: 3-7; corresponding deliverables: 1-5

An on-site contractor to provide continuous assistance in NYBPM update and improvement including networks update, implement and test new and improved version of NYBPM 2012 Base Update and NYBPM 2017 Update. Also, aid in the development of other NYMTC tools and in the analysis of NYMTC data.

- 4) Contract Name: Model Software Technical Assistance and Model Extensions (2019,2020,2021)

Contract PIN: PTCS11D13 FHWA PL Number: 100T-232

Contract Start Date: July 2019 Contract End Date: 3/31/2022

Estimated Contract Costs: \$450,000

Corresponding tasks for NYMTC staff: 3-7; corresponding deliverables: 1-5

This Consultant contract is to provide technical support in case any new model development or unforeseen projects are required by member agencies or change of version and software compatibility issues needs the involvement of the software developers including requirements for TPM or changes the PPS-AQ or PPS-CMP.

5) Contract Name: NYBPM 2017 BY Update

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Estimated Contract Start Date:</u>	September 2020	<u>Contract End Date:</u>	March 2023
Estimated Contract Costs:			\$1,025,000

Corresponding tasks for NYMTC staff: 2

To meet TIP and RTP requirements, the NYBPM is updated every three to four years. The next update will be for 2017. Work will include assembling and updating traffic and transit data for highway and transit networks and incorporating the latest planning assumptions. The update will also undertake calibration and validation of the NYBPM 2017 BY for use in TIP and RTP AQ Conformity Analysis.

6) Contract Name: Model Development Technical Support Contractor I (Balance of PSA)

<u>Contract PIN:</u>	PTCS17D11	<u>FHWA PL Number:</u>	100T-224
<u>Contract Start Date:</u>	April 2018	<u>Contract End Date:</u>	March 2022
Estimated Contract Costs:			\$800,000

Corresponding tasks for NYMTC staff: 3-7; corresponding deliverables: 1-5

An on-site contractor to provide continuous assistance in NYBPM update and improvement including networks update, implement and test new and improved version of NYBPM 2012 Base Update and NYBPM 2017 Update. Also, aid in the development of other NYMTC tools and in the analysis of NYMTC data.

7) Contract Name: NYBPM 2012 BY Update

<u>Contract PIN:</u>	PTCS12D15	<u>FHWA PL Number:</u>	100T-195
<u>Contract Start Date:</u>	April 2012	<u>Contract End Date:</u>	March 2021
Estimated Contract Costs:			\$100,000

Corresponding tasks for NYMTC staff: 2

To meet TIP and RTP requirements, the NYBPM is updated every three to four years. The next update will be for 2012. Work will include assembling and updating traffic and transit data for highway and transit networks and incorporating the latest planning assumptions. The update will also undertake calibration and validation of the NYBPM 2012 BY for use in TIP and RTP AQ Conformity Analysis.

Previously Programmed Funds:

NYMTC Staff: \$3,215,000

Several of above contracts are multi-year contracts. Funds for them were programmed in previous UPWPs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

NYCDOT \$74,977

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

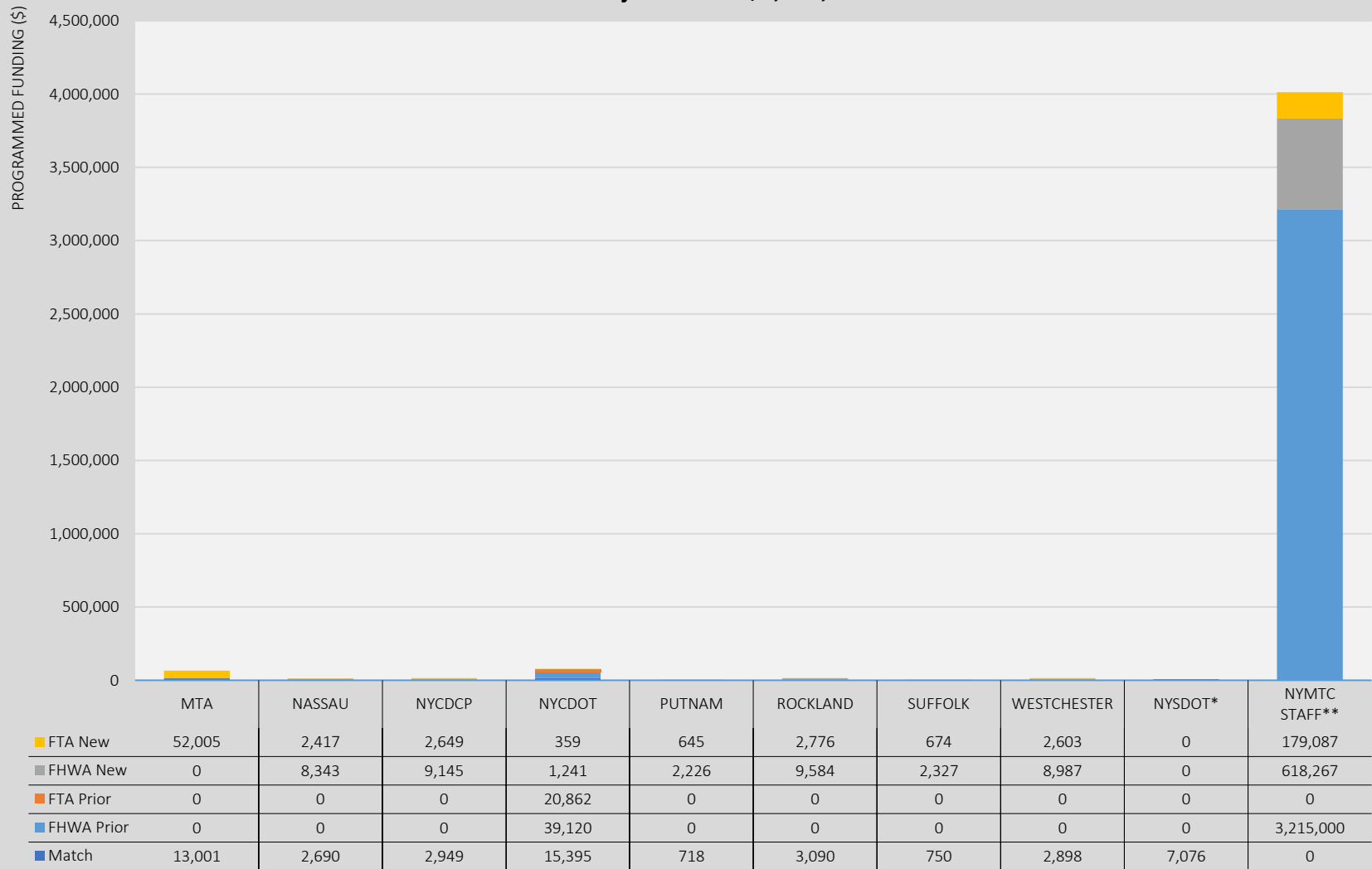
Summary of Project Funding:

See next pages.

D01 - Model Development, Enhancement, and Applications

SFY 2020-2021

Total Project Funds: \$4,226,883



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

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

Project D01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$702,537	\$85,000	\$3,215,000	\$3,215,000	\$787,537	\$4,002,537
MHSTCC Staff	\$2,828	\$0	\$0	\$0	\$2,828	\$2,828
NSTCC Staff	\$6,989	\$0	\$0	\$0	\$6,989	\$6,989
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$712,354	\$85,000	\$3,215,000	\$3,215,000	\$797,354	\$4,012,354
MTA	\$65,006	\$0	\$0	\$0	\$65,006	\$65,006
Nassau County	\$13,449	\$0	\$0	\$0	\$13,449	\$13,449
NYCDCP	\$14,493	\$250	\$0	\$0	\$14,743	\$14,743
NYCDOT	\$74,977	\$2,000	\$0	\$74,977	\$2,000	\$76,977
Putnam County	\$3,588	\$0	\$0	\$0	\$3,588	\$3,588
Rockland County	\$15,450	\$0	\$0	\$0	\$15,450	\$15,450
Suffolk County	\$3,752	\$0	\$0	\$0	\$3,752	\$3,752
Westchester County	\$14,488	\$0	\$0	\$0	\$14,488	\$14,488
Members Subtotal	\$205,203	\$2,250	\$0	\$74,977	\$132,476	\$207,453
SDOT REG 08	\$3,835	\$0	\$0	\$0	\$3,835	\$3,835
SDOT REG 10	\$3,241	\$0	\$0	\$0	\$3,241	\$3,241
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$7,076	\$0	\$0	\$0	\$7,076	\$7,076
Project Total:						<u>\$4,226,883</u>

D02: Socioeconomic and Demographic (SED) Forecasts and Census Data

Expected Status as of April 1, 2020

Final SED 2055 methodologies for the county-level forecasts for the 31-forecast area and for the zonal allocation process for the 28-county NYBPM modeling area have been developed. Activities related to the Local Update of Census Address (LUCA) and other preparations for the 2020 Decennial Census are completed.

Planning Assumptions for the SFY 2020-2021 Program

Development of the 2055 SED forecasts are underway. These forecasts will inform *PLAN 2050*'S development. County-level forecasts expected to be adopted by the PFAC in September 2020. Preparatory work for the 2020 Decennial Census is completed and the Census Count is underway.

Project Description

This project will develop the 2055 SED forecasts at the county and TAZ levels. NYMTC will receive and distribute materials for the NYS Data Center. SED data and analysis will be provided to support the maintenance of NYMTC's analytical tools and planning products including *PLAN 2050*.

Project Tasks for NYMTC Staff:

1. Organize and participate in up to four meetings of the Forecasting Working Group (FWG) during the program year to oversee the development of the 2055 forecasts
2. Organize and participate in 2055 SED forecasts project team meetings during the program year to oversee the development of the 2055 county- and TAZ- level forecasts
3. Review and provide comments on up to five intermediate products and/or technical memos
4. Prepare data for use in analytical tools, including the NYBPM, as needed
5. Respond to SED-related data requests

Project Tasks for NYC DCP:

1. Develop borough-level and TAZ-level 2055 SED forecasts for NYC
2. Participate in the regular project progress meetings
3. Participate in as many as four meetings of the FWG to oversee the development of the 2055 SED forecasts
4. Review and provide comments on up to five intermediate products and/or technical memos during the development of the forecasts

Project Tasks for Other NYMTC Members:

1. Participate in up to four meetings of the FWG throughout the program year to oversee development of the 2055 forecasts
2. Review and provide comments on up to five intermediate products and/or technical memos during development of the 2055 forecasts

Project Deliverables for NYMTC Staff:

1. Final 2055 SED county level methodology and forecasts for the 31-county forecast region (Q2)
2. Adopted 2055 county level forecasts for Total Population and Total Employment (Q2)
3. Final 2055 SED zonal allocation methodology and forecasts for the 28-county NYBPM region (Q3).

Project Deliverables for NYCDCP:

1. Final report on the NYC borough-level 2055 SED forecasts with methodology and output analyses (Q2)
2. Final report on the assumptions and methodology for the zonal allocation process for the NYC borough-level 2055 SED forecasts (Q3).

Project Deliverables for NYMTC Member Agencies and Staff:

1. Adopted 2055 county- and borough- level forecasts for Total Population and Total Employment (Q2)Related Professional Services Contracts:

NYMTC Staff Contracts**NYMTC Staff Contracts:**

- 1) Contract Name: Socio Economic Demographic Forecast In-house Contractor

<u>Contract PIN:</u>	PTCS18D17	<u>FHWA PL Number:</u>	100T-228
<u>Contract Start Date:</u>	April 2018	<u>Contract End Date:</u>	March 2022
Estimated Contract Costs:			\$627,000

Corresponding tasks for NYMTC staff: 1-5; corresponding deliverables: 1-3

Under this contract an in-house contractor will be hired to work on SED forecasts. This include conducting research and analysis, maintaining / updating 2050 SED Forecasts for RTP and provide support in the development of the 2055 SED forecasts.

- 2) Contract Name: Update to SED Models for 2050 Forecasts and Zonal Allocation Process

<u>Contract PIN:</u>	PTCS17D15	<u>FHWA PL Number:</u>	100T-226
<u>Contract Start Date:</u>	April 2017	<u>Contract End Date:</u>	March 2021
Estimated Contract Costs:			\$250,000

Corresponding task for NTMTC staff: 1-5; deliverables: 1-3

Review and update 2050 county/borough-level forecasts and 2050 TAZ-level forecasts by collecting 2016 BY data and economic drivers as required for NYBPM 2017 BY update.

3) Contract Name: 2060 SED Forecasts Development

Contract PIN: TBD FHWA PL Number: TBD

Contract Start Date: TBD Contract End Date: TBD

Estimated Contract Costs: \$1,600,000

Corresponding task for NTMTC staff: 1-5; deliverables: 1-3

Under this contract Professional services will be retained to produce 2060 SED Forecasts for the 2055 RTP as required.

Nassau County Contracts

Contract Name: Analytics Consultant

Estimated contract cost: \$50,000

This contract will provide analytical support for 2020 Census issues in support of *PLAN 2050*.

Previously Programmed Funds:

NYMTC Staff: \$2,477,000

NYMTC contracts shown above are multi-year contracts. Funds for them were programmed in previous UPWPs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

NYCDOT \$10,012

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

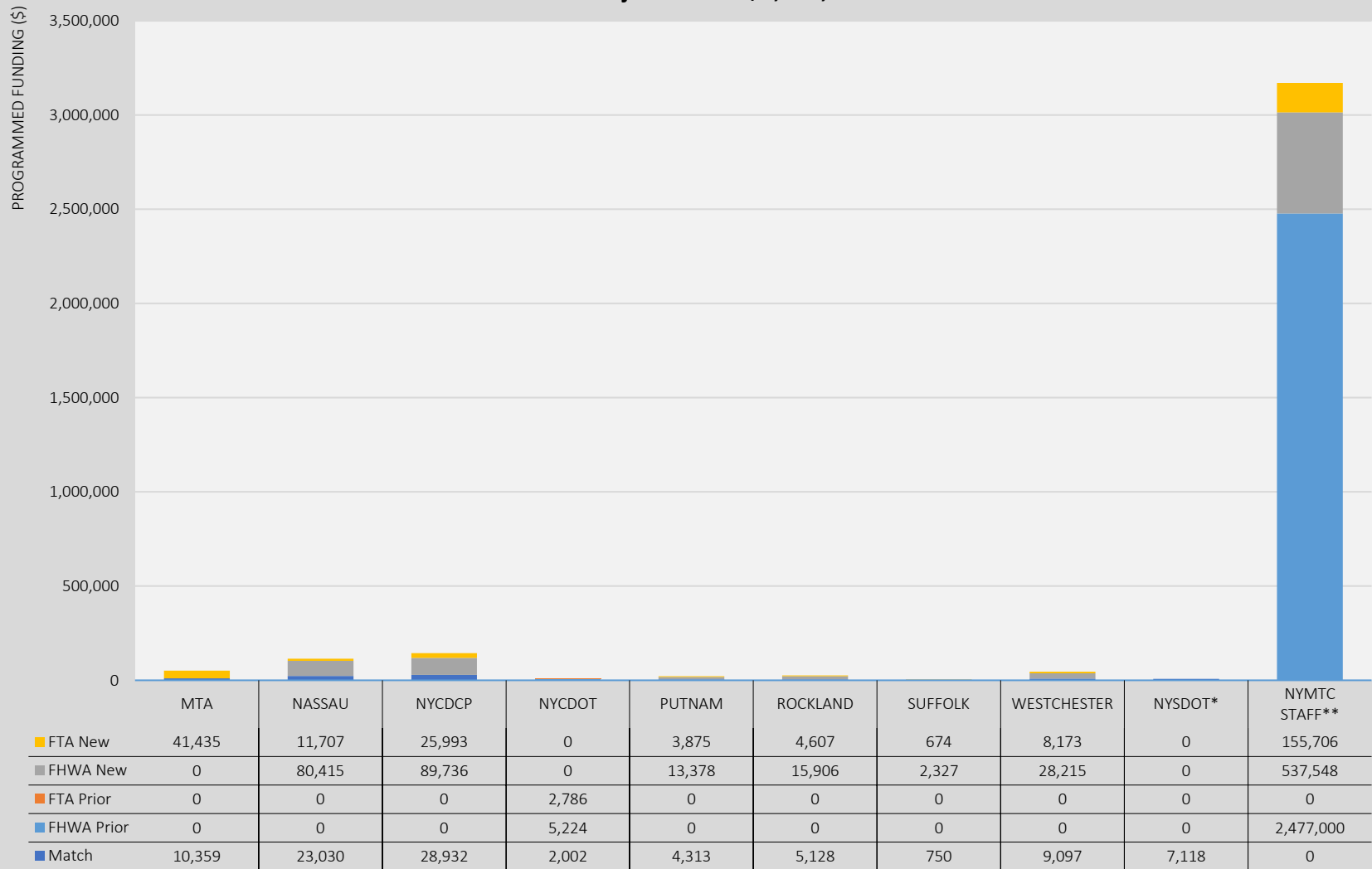
Summary of Project Funding:

See next pages.

D02 - Socioeconomic and Demographic (SED) Forecasts and Census Data

SFY 2020-2021

Total Project Funds: \$3,595,435



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

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

Project D02 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$648,300	\$3,000	\$2,477,000	\$2,477,000	\$651,300	\$3,128,300
MHSTCC Staff	\$13,954	\$0	\$0	\$0	\$13,954	\$13,954
NSTCC Staff	\$26,146	\$0	\$0	\$0	\$26,146	\$26,146
NYCTCC Staff	\$1,854	\$0	\$0	\$0	\$1,854	\$1,854
NYMTC Staff Subtotal	\$690,254	\$3,000	\$2,477,000	\$2,477,000	\$693,254	\$3,170,254
MTA	\$51,794	\$0	\$0	\$0	\$51,794	\$51,794
Nassau County	\$65,152	\$0	\$50,000	\$0	\$115,152	\$115,152
NYCDCP	\$144,161	\$500	\$0	\$0	\$144,661	\$144,661
NYCDOT	\$10,012	\$0	\$0	\$10,012	\$0	\$10,012
Putnam County	\$21,567	\$0	\$0	\$0	\$21,567	\$21,567
Rockland County	\$25,641	\$0	\$0	\$0	\$25,641	\$25,641
Suffolk County	\$3,752	\$0	\$0	\$0	\$3,752	\$3,752
Westchester County	\$45,484	\$0	\$0	\$0	\$45,484	\$45,484
Members Subtotal	\$367,563	\$500	\$50,000	\$10,012	\$408,051	\$418,063
SDOT REG 08	\$7,118	\$0	\$0	\$0	\$7,118	\$7,118
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$7,118	\$0	\$0	\$0	\$7,118	\$7,118
Project Total:						<u>\$3,595,435</u>

Category E: Data Collection

This category includes planning projects which seek to collect data required to maintain NYMTC's analytical and forecasting tools. Data sources include the decennial Census and various Census estimates, regional travel surveys, traffic volume and vehicle classification counts, commodity flow data, transit service levels, transit ridership and O/D data.

Highlights for the SFY 2020-2021 UPWP:

- Traffic volume and vehicle classification counts will be collected at screenline locations throughout the region for the calibration and validation of the NYBPM
- Transit ridership and transit service changes information will be collected for the calibration and validation of the NYBPM
- Planning assumptions will be updated for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990
- O/D surveys on components of the MTA's commuter rail, subway and bus transit system will continue
- Major river crossings and Hub-bound data compilations will be continued and used to enhance the NYBPM
- Maintain and enhance the TIG application throughout the program year
- Smartphone Pilot Study will be conducted to design and develop a proof-of-concept smartphone app for the future household travel survey

Recent Accomplishments for this Category:

- Traffic volume and vehicle classification counts were collected at screenline locations throughout the region as part of an on-going program to support the calibration and validation of the NYBPM
- Planning assumptions for regional emission analyses used in Transportation Conformity Determinations under the CAAA-1990 were updated as needed
- Pilot surveys were conducted at 30 hotels across NYC to better understand hotel guest travel behavior within the NYBPM study area. The report was completed and released.
- The 2018 Hub-Bound Travel Report was released
- Released Quarterly Travel Pattern data that summarizes average weekday ridership on the NYMTC area's buses, rail, subways, and ferries along with the vehicular traffic crossing the area's waterway bridges
- The 2018 Regional Transportation Statistics Report was released.

Category E: Data Collection
Cost Summary

	<u>Funds programmed in SFY 2020-21</u>	<u>Previously Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$1,445,581	\$4,531,000	\$5,976,581
MHSTCC Staff	\$12,100	\$0	\$12,100
NSTCC Staff	\$15,361	\$0	\$15,361
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$1,473,042	\$4,531,000	\$6,004,042
MTA	\$56,942	\$0	\$56,942
Nassau County	\$39,135	\$300,000	\$339,135
NYCDCP	\$31,471	\$0	\$31,471
NYCDOT	\$837,166	\$72,874	\$910,040
Putnam County	\$227,832	\$0	\$227,832
Rockland County	\$68,761	\$0	\$68,761
Suffolk County	\$3,752	\$125,867	\$129,619
Westchester County	\$192,889	\$0	\$192,889
Members Subtotal	\$1,457,948	\$498,741	\$1,956,689
SDOT REG 08	\$10,747	\$0	\$10,747
SDOT REG 10	\$158,424	\$0	\$158,424
SDOT REG 11	\$9,780	\$0	\$9,780
NYSDOT Main Office	\$0	\$0	\$0
NYSDOT Subtotal	\$178,952	\$0	\$178,952
Category Total:	\$3,109,942	\$5,029,741	\$8,139,683

E01: Regional Surveys

Expected Status as of April 1, 2020

Smartphone Travel Survey pilot study is underway. The Passive Data pilot scope of services is under development. Initial development of an RFP for the next Regional Household and Establishment Survey (RHES) is underway with consideration given to other data sources that may complement or supplement traditional travel survey methodologies. The RFP will be informed by the results of the Smartphone Travel Survey and the Passive Data pilot.

Planning Assumptions for the SFY 2020-2021 Program

Pilot studies recommended by the Innovative Data Collection project are underway. Completion of these efforts, in addition to continuing review of Big Data and other survey platforms, will inform the development of the scope of work and RFP for the next RHES which is expected to be initiated during the 2021-2022 program.

Project Description

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

Project Tasks for NYMTC Staff:

1. Undertake Smartphone Travel Survey pilot study and complete development of scope of work and contractual process for the Passive Data pilot study
2. Collect information as needed from member agencies and other sources for the execution of these surveys throughout the program year
3. Continue to evaluate Big Data and other platforms and seek opportunities for their use in the transportation planning processes
4. Review survey data as it becomes available throughout the program year
5. Collect and organize information on past and current travel surveys performed in the region for the travel surveys inventory
6. Respond to data requests and perform analysis related to the various surveys as needed

Project Tasks for NYMTC Member Agencies:

1. Participate in the Smartphone Travel Survey steering committee
2. Provide data and information about survey projects being conducted throughout the region

Project Tasks for NYMTC Member Agencies and Staff:

1. Review and provide comments on two technical memos for each of the active surveys noted above throughout the program year

Project Deliverables for NYMTC Staff:

1. Final report on the Smartphone Travel Survey pilot study (Q3)

Project Deliverables for NYMTC Member Agencies and Staff:

1. Review and comment on NYMTC technical memoranda for the Smartphone Travel Survey Pilot Study (Q1-4)
2. Updated travel survey inventory (Q4)

Related Professional Services Contracts:

NYMTC Staff Contracts

- 1) Contract Name: Travel Survey Contractor (2020, 2021)

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	April 2020	<u>Contract End Date:</u>	March 2022
Estimated Contract Costs:			\$430,000

Corresponding tasks for NYMTC staff: 1-6; corresponding deliverables: 1-3

This is a continuation of an on-site professional services contract to provide Survey Data Support, assist in the development and quality control of the new regional travel survey project. This contract will also provide expertise in the implementation of travel surveys and the analysis/reporting of travel survey data and Big Data related survey activities and aid in the development and quality control of the regional travel surveys.

- 2) Contract Name: Passive Data Pilot Study

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	4/1/2019	<u>Contract End Date:</u>	3/31/2021
Estimated Contract Costs:			\$150,000

Corresponding tasks for NTMTC staff: 1

A small-scale pilot study to examine the effectiveness of a passive data approach in the NYMTC region by relying on data acquired from various sources integrated using data science techniques to create travel diaries for a synthetic population. Unlike traditional data collection and modeling strategies, modeling with passive data does not require a travel survey to be conducted

3) Contract Name: Smartphone Travel Survey Pilot study

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	4/1/2019	<u>Contract End Date:</u>	3/31/2021
Estimated Contract Costs:			\$300,000

Corresponding tasks for NYMTC staff 1; corresponding deliverables 1

The Smartphone Travel Survey pilot study is to design and develop a proof-of-concept smartphone app for NYMTC's future RHES and conduct a pilot study for New York metropolitan area.

4) Contract Name: Regional Household and Establishment Survey

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	April 2021	<u>Contract End Date:</u>	TBD
Estimated Contract Costs:			\$2,560,000

The Regional Household and Establishment Travel Survey will provide and in-depth understanding of the travel behavior of households and support the estimation, calibration, and validation of the NYBPM.

Previously Programmed Funds:

NYMTC Staff: \$3,440,000

Contracts shown above are multi-year contracts. Funds for them were programmed in previous UPWPs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

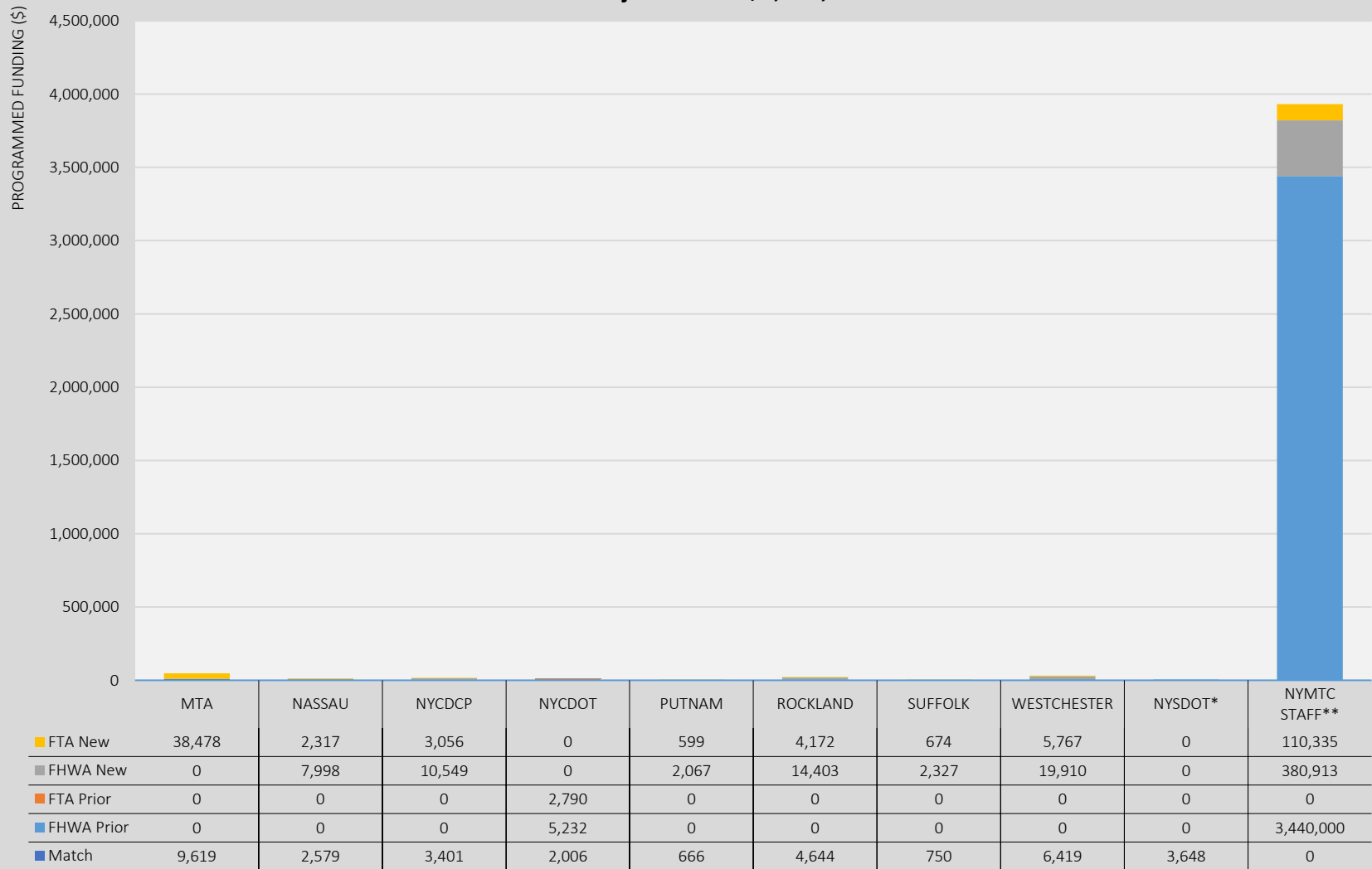
NYCDOT \$10,028

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

Summary of Project Funding:

See next pages.

**E01 - Regional Surveys
SFY 2020-2021
Total Project Funds: \$4,085,319**



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

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

Project E01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$478,421	\$10,000	\$3,440,000	\$3,440,000	\$488,421	\$3,928,421
MHSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC Staff	\$2,827	\$0	\$0	\$0	\$2,827	\$2,827
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$481,248	\$10,000	\$3,440,000	\$3,440,000	\$491,248	\$3,931,248
MTA	\$48,097	\$0	\$0	\$0	\$48,097	\$48,097
Nassau County	\$12,893	\$0	\$0	\$0	\$12,893	\$12,893
NYCDCP	\$16,756	\$250	\$0	\$0	\$17,006	\$17,006
NYCDOT	\$10,028	\$0	\$0	\$10,028	\$0	\$10,028
Putnam County	\$3,332	\$0	\$0	\$0	\$3,332	\$3,332
Rockland County	\$23,218	\$0	\$0	\$0	\$23,218	\$23,218
Suffolk County	\$3,752	\$0	\$0	\$0	\$3,752	\$3,752
Westchester County	\$32,097	\$0	\$0	\$0	\$32,097	\$32,097
Members Subtotal	\$150,173	\$250	\$0	\$10,028	\$140,395	\$150,423
SDOT REG 08	\$3,648	\$0	\$0	\$0	\$3,648	\$3,648
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$3,648	\$0	\$0	\$0	\$3,648	\$3,648
Project Total:						<u>\$4,085,319</u>

E02: Data Management

Expected Status as of April 1, 2020

Development of NYBPM BY 2012 will be completed and preliminary development of the NYBPM BY 2017 Update will begin. NYMTC is working with all member agencies to comply with TPM rules. Various datasets including National Performance Management Research Data Set (NPMRDS) and University at Albany Visualization and Informatics Lab (AVAIL) will be used to support TPM reporting per federal requirements. Annual traffic count activity completed.

Planning Assumptions for the SFY 2020-2021 Program

Datasets including Big Data platforms that may support the regional metropolitan transportation planning process continue to be explored and evaluated. The following data will be collected:

1. Transit ridership data by mode by service line by time-period for each transit service provider in the NYMTC planning area;
2. Transit service changes for each transit service provider in the NYMTC planning area;
3. Hub-Bound Report data;
4. For the MTA only: MetroCard station O/D trip tables and bus on-board survey data for the hub-bound survey;
5. Traffic volume counts on at least 30% of the total screen line locations and vehicle classification counts on at least 10% of the total screen line locations in each suburban county and each borough of NYC;
6. Bridge and tunnel crossing data for all major bridges, tunnels in the NYMTC planning area;
7. Condition data for local-jurisdiction roads and bridges that are on the Federal-Aid System.

The collected data will be processed, reviewed for quality control, and tabulated; The screen line database contains observed traffic volume data and vehicle classification data for use in calibration and validation of the NYBPM; The database consists of about 2,200 highway network link records and covers the ten counties that comprise the NYMTC planning area, and all interstate crossings between Connecticut, New York and New Jersey.

Project Description

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

Project Tasks for NYMTC Staff

1. Review data collection plans submitted by member agencies
2. Review member agency data submissions and prepare for use in the NYBPM
3. Collect data for 2020-2021 Quarterly Travel Pattern brochures and prepare the 2019 Hub-Bound Report
4. Collect ridership and major river crossings traffic data for NYBPM validation
5. Collect and organize data and information related to regional transportation systems operations and planning
6. Update data related to the mandated products and analyses as they become available
7. Maintain and enhance the TIG application throughout the program year
8. Create various maps for planning products and analyses as needed
9. Download, aggregate, and upload NPMRDS and Transportation Operations Coordinating Committee (TRANSCOM) data on to the TIG (monthly)
10. Collect transit service change data from various transit service operators (monthly)

Project Tasks for NYMTC Member Agencies:

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

Project Tasks for NYMTC Member Agencies and Staff:

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

Project Deliverables for NYMTC Staff:

1. Quarterly Travel Pattern brochure (Q1 - Q4)
2. 2019- Hub-Bound Report (Q3)
3. Assembled traffic volume and class data for NYBPM (Q4)
4. 2019- Regional Transportation Statistical Data Tables (Q4)

Project Deliverables for NYMTC Member Agencies:

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

Related Professional Services Contracts:

NYMTC Staff Contracts

1) Contract Name: GIS Web-based support Contractor (2019, 2020, 2021)

<u>Contract PIN:</u>	PTCS17E13	<u>FHWA PL Number:</u>	100T-225
<u>Contract Start Date:</u>	August 2017	<u>Contract End Date:</u>	March 2022
Estimated Contract Costs:			\$650,000

Corresponding tasks for NYMTC staff: 8

Continuation of GIS support services for an on-site consultant.

2) Contract Name: TIG Hosting, Support and Enhanced Maintenance (2018, 2019, 2020)

<u>Contract PIN:</u>	PTCS17E12	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	April 2022	<u>Contract End Date:</u>	March 2020
Estimated Contract Costs:			\$441,000

Corresponding tasks for NYMTC staff: 7

Continuation of TIG Hosting, Support and Enhanced Maintenance

NYCDOT Contracts:

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

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated contract cost: \$700,000

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

Nassau County Contracts:

Contract Name: Traffic Counts

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated contract cost: \$300,000

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

Suffolk County Contracts:

Contract Name: Traffic Counts

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated contract cost: \$60,000

Annual count program. This effort will primarily focus on NYMTC's screenline locations counts.

Putnam County Contracts:

Contract Name: Traffic Counts

Contract Start Date: April 2020 Contract End Date: March 2021

Estimated contract cost: \$200,000

Annual count program. This effort will primarily focus on NYMTC's screenline locations counts.

Previously Programmed Funds:

NYMTC Staff: \$1,091,000

Several of above contracts are multi-year contracts. Funds for them were programmed in previous program years. New York State procurement rules require funds to be fully programmed before contracts can be solicited. Funds are also drawn from unexpended balances from consultant projects programmed in prior years.

Nassau County \$300,000

Funds were programmed in previous year for multiyear contract and were not fully utilized. Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is carried over to the current year.

NYCDOT \$62,846

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds was available for reprogramming.

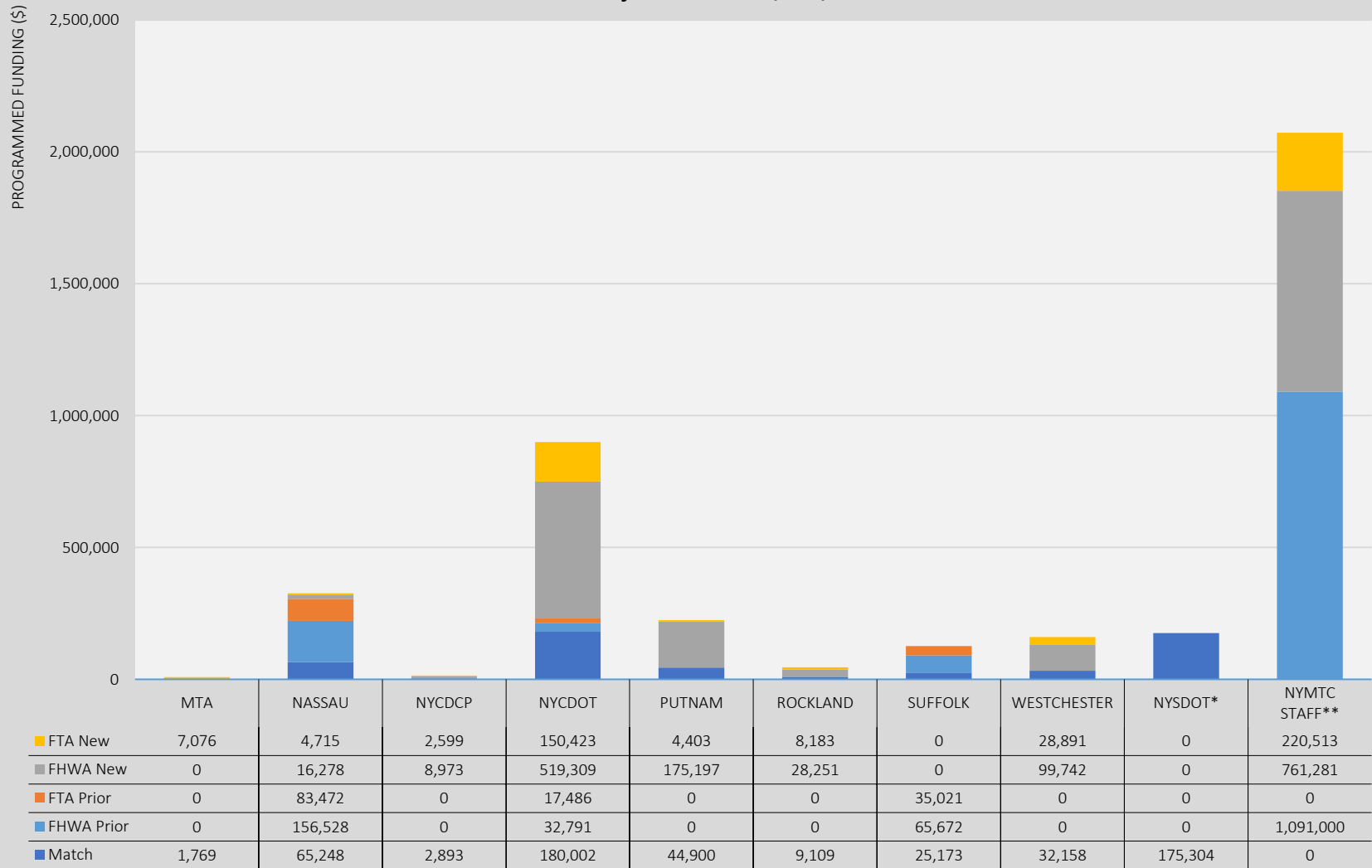
Suffolk County \$125,867

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Summary of Project Funding:

See next pages.

**E02 - Data Management
SFY 2020-2021
Total Project Funds: \$4,054,364**



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

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

Project E02 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$804,160	\$153,000	\$1,091,000	\$1,091,000	\$957,160	\$2,048,160
MHSTCC Staff	\$12,100	\$0	\$0	\$0	\$12,100	\$12,100
NSTCC Staff	\$12,534	\$0	\$0	\$0	\$12,534	\$12,534
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$828,794	\$153,000	\$1,091,000	\$1,091,000	\$981,794	\$2,072,794
MTA	\$8,845	\$0	\$0	\$0	\$8,845	\$8,845
Nassau County	\$26,242	\$0	\$300,000	\$300,000	\$26,242	\$326,242
NYCDCP	\$14,215	\$250	\$0	\$0	\$14,465	\$14,465
NYCDOT	\$200,012	\$0	\$700,000	\$62,846	\$837,166	\$900,012
Putnam County	\$24,500	\$0	\$200,000	\$0	\$224,500	\$224,500
Rockland County	\$45,543	\$0	\$0	\$0	\$45,543	\$45,543
Suffolk County	\$65,867	\$0	\$60,000	\$125,867	\$0	\$125,867
Westchester County	\$156,592	\$4,200	\$0	\$0	\$160,792	\$160,792
Members Subtotal	\$541,816	\$4,450	\$1,260,000	\$488,713	\$1,317,553	\$1,806,266
SDOT REG 08	\$7,099	\$0	\$0	\$0	\$7,099	\$7,099
SDOT REG 10	\$158,424	\$0	\$0	\$0	\$158,424	\$158,424
SDOT REG 11	\$9,780	\$0	\$0	\$0	\$9,780	\$9,780
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$175,304	\$0	\$0	\$0	\$175,304	\$175,304
Project Total:						<u>\$4,054,364</u>

Category F: MPO Operations

This category includes planning projects which support NYMTC's operations as an MPO and its outreach to the media, to other agencies, to stakeholders and to the public in its planning area. Activities include information exchange through visualization, through storing and retrieving planning data, and through day-to-day public outreach and coordination with media, public, members, and government agencies.

Highlights for the SFY 2020-2021 UPWP:

- An updated PIP has been adopted and is being implemented
- The current Title VI Program will continue to be supported
- The Language Access Program (LAP).
- The day-to-day operations of NYMTC will be supported, administered and managed
- The activities of NYMTC's Council principals, PFAC and the three TCCs will continue to be supported
- The activities of advisory working groups and PFAC and/or TCC subcommittees created for various aspects of the planning process will continue to be supported
- The activities of the Metropolitan Area Planning (MAP) Forum and its Multi-State Freight Working Group will continue to be supported
- The activities of the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its various working groups will continue to be supported
- Hardware and software capabilities for analysis tools, database management, content management and information sharing, public information and visualization will be maintained and improved where needed
- NYMTC social media outlets will be supported and enhanced and periodic electronic newsletters will be distributed
- An Annual Report will be developed and distributed

Recent Accomplishments for this Category:

- A new PIP was adopted in May 2019
- A new Title VI Program was adopted in September 2018
- The Language Access operating procedures have been supported
- The day-to-day operations of NYMTC continued
- The activities of NYMTC's Council principals, PFAC and the three TCCs continued
- The operation of various working groups, committees and subcommittees was maintained, including
 - o Metropolitan Mobility Network
 - o Lower Hudson Valley Mobility Advisory Forum
 - o Safety Advisory Working Group
 - o FWG
 - o PFAC Freight Subcommittee
 - o PFAC Plan Subcommittee and its Shared Vision Task Force
 - o PFAC TPM Subcommittee

Category F: MPO Operations
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2020-21</u>	<u>Previously Programmed</u> <u>Funds</u>	<u>Total Funds</u>
Central Staff	\$1,792,375	\$1,365,000	\$3,157,375
MHSTCC Staff	\$112,562	\$0	\$112,562
NSTCC Staff	\$66,172	\$0	\$66,172
NYCTCC Staff	\$192,364	\$0	\$192,364
NYMTC Staff Subtotal	\$2,163,473	\$1,365,000	\$3,528,473
MTA	\$26,850	\$0	\$26,850
Nassau County	\$76,630	\$0	\$76,630
NYCDCP	\$16,021	\$0	\$16,021
NYCDOT	\$74,999	\$0	\$74,999
Putnam County	\$9,919	\$0	\$9,919
Rockland County	\$52,987	\$0	\$52,987
Suffolk County	\$14,823	\$13,500	\$28,323
Westchester County	\$60,447	\$50,000	\$110,447
Members Subtotal	\$332,676	\$63,500	\$396,176
SDOT REG 08	\$8,379	\$0	\$8,379
SDOT REG 10	\$35,529	\$0	\$35,529
SDOT REG 11	\$11,891	\$0	\$11,891
NYSDOT Main Office	\$66,216	\$0	\$66,216
NYSDOT Subtotal	\$122,014	\$0	\$122,014
Category Total:	\$2,618,163	\$1,428,500	\$4,046,663

F01: MPO Operations and Management

Expected Status as of April 1, 2020

Implementation of the new PIP and Title VI Program will be proceeding, including expanded outreach to Communities of Concerns). Work on addressing recommendations contained in the 2019 federal Certification Review is proceeding; Information Technology (IT) and website capabilities has been maintained. Public affairs and fulfillment services have been maintained and expanded. NYMTC's social media presence and outreach have been maintained and expanded. The LAP will be maintained and enhanced.

Planning Assumptions for the SFY 2020-2021 Program

The implementation of the new PIP and Title VI Program will be a priority, as will work to address the recommendations in the 2019 federal Certification Review. Assessment of public affairs and fulfillment services capabilities will be undertaken, as well as NYMTC's overall Information Technology capabilities. An Annual Report will be developed for the Annual Meeting during the fourth quarter.

Project Description

This project supports the required elements of NYMTC's day-to-day operations in the implementation of the metropolitan transportation planning process. These elements include the on-going implementation of the Public Involvement Plan, Title VI Program, and assessment and implementation of LAP. NYMTC's Information Technology capabilities will be maintained and enhanced where practical. The activities of the Council, of PFAC, and of the TCCs will be supported. Activities of the Council's, PFAC's and the TCC's committees and subcommittees. advisory working groups and other ad-hoc working groups will be supported. Committees and advisory bodies related to studies funded through NYMTC's UPWP will be supported. NYMTC's activities in the multi-state MAP Forum and NYSAMPO will be supported. Work on addressing the recommendations of the 2019 federal Certification Reviews will be supported.

Project Tasks for NYMTC Staff:

1. Implement the recommendations of the 2019 PIP
2. Implement the 2018 Title VI Program
3. Assess the performance of the LAP and consider enhancements; update the Census analysis based on the most recent American Community Survey (ACS)
4. Support NYMTC and its committees and subcommittees, formal and informal working groups and study committees as well as the multi-state MAP Forum and NYSAMPO
5. Address 2019 federal Certification Review recommendations
6. Maintain, assess and enhance IT and website capabilities
7. Develop and distribute an Annual Report for the Annual Meeting

Project Tasks for NYMTC Member Agencies:

1. Support implementation of the recommendations of the 2019 Public Involvement Plan
2. Support implementation of the 2018 Title VI Program
3. Support assessment of the LAP and the consideration of enhancements
4. Support the work to address the recommendations of the 2019 federal Certification Review
5. Contribute to the development of an Annual Report for the Annual Meeting during Q4
6. Participate in NYMTC Council and TCC meetings
7. Review and comment on documents for NYMTC Council and TCC meetings
8. Participate in information sessions and webinars

Project Deliverables for NYMTC Staff:

1. Status updates for the PIP and Title VI Program
2. Technical memo describing the results of the LAP assessment
3. Quarterly progress reports on addressing the 2019 Certification Review recommendations
4. Technical memo describing the results of the IT and website assessment (Q4)

Project Deliverables for NYMTC Member Agencies & Staff:

1. Annual Report for the Annual Meeting (Q4)

Related Professional Services Contracts:**NYMTC Staff Contracts**1) Contract Name: Public Involvement

<u>Contract PIN:</u>	PTCS16F14	<u>FHWA PL Number:</u>	100T-229
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<u>Contract Start Date:</u>	April 2018	<u>Contract End Date:</u>	March 2022
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Estimated Contract Costs:			\$600,000
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Corresponding tasks for NYMTC staff: 1; corresponding deliverables: 1

Professional services are being utilized to develop and execute public outreach, update PIP.

3) Contract Name: Fulfillment Services

<u>Contract PIN:</u>	N/A	<u>FHWA PL Number:</u>	N/A
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<u>Contract Start Date:</u>	N/A	<u>Contract End Date:</u>	N/A
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Estimated Contract Costs:			\$180,000
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Professional services are being utilized to distribution lists, blast email and faxes, mailings.

4) Contract Name: Language Access Services

<u>Contract PIN:</u>	N/A	<u>FHWA PL Number:</u>	N/A
<u>Contract Start Date:</u>	N/A	<u>Contract End Date:</u>	N/A
Estimated Contract Costs:			\$200,000

Professional services are hired to provide translation and interpretation services for products and meetings.

5) Contract Name: IT Needs Assessment

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	September 2020	<u>Contract End Date:</u>	September 2021
Estimated Contract Costs:			\$150,000

Corresponding tasks for NYMTC staff: 6; corresponding deliverables: 4
Evaluate NYMTC's IT needs

6) Contract Name: Language Access Program Needs Assessment

<u>Contract PIN:</u>	TBD	<u>FHWA PL Number:</u>	TBD
<u>Contract Start Date:</u>	September 2020	<u>Contract End Date:</u>	September 2021
Estimated Contract Costs:			\$200,000

Corresponding tasks for NYMTC staff 3; corresponding deliverables: 2

Professional services will be procured to help NYMTC strategically evaluate and improve its LAP.

7) Contract Name: UTRC Public Outreach for Plan 2045

<u>Contract PIN:</u>	PTCS14A13	<u>FHWA PL Number:</u>	100T-202
<u>Contract Start Date:</u>	April 2014	<u>Contract End Date:</u>	March 2021
Estimated Contract Costs:			\$35,000

Corresponding tasks for NYMTC staff: 1, 8

Funds are being used to conduct supplemental meetings and outreach activities.

Previously Programmed Funds:

NYMTC Staff: \$1,365,000

Above contracts are multi-year contracts. Funds for them were programmed in previous UPWPs. New York State procurement rules require funds to be fully programmed before contracts can be solicited.

Suffolk County \$13,500

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Westchester County \$50,000

Several projects from the previous UPWP were completed for less cost than anticipated. Balance of unspent funds is available for reprogramming.

Summary of Project Funding:

See next pages.

F01 - MPO Operations and Management

SFY 2020-2021

Total Project Funds: \$4,046,663



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

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

Project F01 Cost Summary
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$1,507,852	\$284,523	\$1,365,000	\$1,365,000	\$1,792,375	\$3,157,375
MHSTCC Staff	\$110,562	\$2,000	\$0	\$0	\$112,562	\$112,562
NSTCC Staff	\$66,172	\$0	\$0	\$0	\$66,172	\$66,172
NYCTCC Staff	\$189,364	\$3,000	\$0	\$0	\$192,364	\$192,364
NYMTC Staff Subtotal	\$1,873,950	\$289,523	\$1,365,000	\$1,365,000	\$2,163,473	\$3,528,473
MTA	\$26,850	\$0	\$0	\$0	\$26,850	\$26,850
Nassau County	\$76,630	\$0	\$0	\$0	\$76,630	\$76,630
NYCDOP	\$15,771	\$250	\$0	\$0	\$16,021	\$16,021
NYCDOT	\$74,999	\$0	\$0	\$0	\$74,999	\$74,999
Putnam County	\$9,919	\$0	\$0	\$0	\$9,919	\$9,919
Rockland County	\$52,987	\$0	\$0	\$0	\$52,987	\$52,987
Suffolk County	\$28,323	\$0	\$0	\$13,500	\$14,823	\$28,323
Westchester County	\$107,447	\$3,000	\$0	\$50,000	\$60,447	\$110,447
Members Subtotal	\$392,926	\$3,250	\$0	\$63,500	\$332,676	\$396,176
SDOT REG 08	\$8,379	\$0	\$0	\$0	\$8,379	\$8,379
SDOT REG 10	\$35,529	\$0	\$0	\$0	\$35,529	\$35,529
SDOT REG 11	\$11,891	\$0	\$0	\$0	\$11,891	\$11,891
NYSDOT Main Office	\$66,216	\$0	\$0	\$0	\$66,216	\$66,216
NYSDOT Subtotal	\$122,014	\$0	\$0	\$0	\$122,014	\$122,014
Project Total:						\$4,046,663

Discretionary Planning Activities

Category G: Discretionary Studies

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
<u>Multi -Agency</u>								
Nassau-Queens Interface Study	X	X						
Route 59 Area Transportation and Land Use Study	X	X		X				
<u>NYMTC Staff</u>								
September 11th Memorial Program	Academic Research Program							
Clean Freight Corridor Planning Study	X	X						
Regional Freight Land Use Study	X	X						
Community Planning Workshops	X	X	X	X				
Specialized Mobility Needs and Transportation Network Companies (TNCs)			X	X				

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
<u>Nassau</u>								
Land Use-Transportation Element of Comprehensive Plan	X	X	X	X	X	X	X	X
Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury	X	X		X	X			
Nassau County Traffic Signal Progression and Optimization Study II - Oceanside	X	X		X	X			
Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook	X	X		X	X			
Roadway Sustainability and Compliance Study					X			X

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Downtown Hicksville Revitalization Traffic Impact and Complete Streets Assessment	X	X	X					
Nassau County Shared-Mobility Management Plan	X	X	X	X				
<u>NYC DOT</u>								
NYC Pedestrian Map	X	X	X	X	X	X		
Lindenwood/ Spring Creek Transportation Study	X	X	X		X			
NYC Mobility Report					X	X		
Senior Pedestrian Safety Study			X		X			
Comprehensive Planning to Advance the RTP Ped-Bike Element	X	X	X					
Off-Hour Deliveries Program Expansion Evaluation Study	X	X	X					

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
NYC Freight Routes Study	X	X	X					
Building Profile and Loading Dock Utilization Study		X						
Cargo Bicycle Operations Study	X	X						
Coney Island Alternative Access- Congestion Study Morris Park East Bronx Transportation Study	X	X	X					
Eastern Queens Greenway Plan	X	X	X					
Truck Route Network Expansion Effects & Communication Tools		X				X		
<u>NYC DCP</u>								
Current Best Practices in Transportation	X	X	X					

Study	Enhance the Regional Environment	Improve the Regional Economy	Improve the Quality of Life	Provide Convenient, Flexible Transportation Access within the Region	Enhance the Safety and Security of the Transportation System	Build the Case for Obtaining Resources to Implement Regional Investments	Improve the Resiliency of the Transportation System	Preserve the Existing Transportation System
Strengthening the Transportation - Land Use Connection	X	X	X					
Utilizing Data and Technology to Better Identify Transportation System Trends and Demands	X	X	X			X		
<u>Putnam</u>								
South-East to Danbury Land Use Study	X	X	X	X		X		
<u>Rockland</u>								
Clarkstown Safety and Sustainability Study for Route 303 & Route 304	X	X	X	X	X			
<u>Westchester</u>								
County Mobility and Redesign Study	X	X	X	X				
Grasslands Transportation Demand Management Plan	X	X	X					
Parking Management and Complete Streets Workshops	X	X	X					

Category G: Strategic Performance Planning Projects
Cost Summary

	<u>Funds programmed in</u> <u>SFY 2020-21</u>	<u>Previously</u> <u>Programmed Funds</u>	<u>Total Funds</u>
Central Staff	\$534,623	\$1,280,000	\$1,814,623
MHSTCC Staff	\$121,583	\$0	\$121,583
NSTCC Staff	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0
NYMTC Staff Subtotal	\$656,206	\$1,280,000	\$1,936,206
MTA	\$2,514,053	\$2,407,460	\$4,921,513
Nassau County	\$0	\$2,549,762	\$2,549,762
NYCDCP	\$1,149,830	\$721,958	\$1,871,788
NYCDOT	\$2,028,642	\$686,631	\$2,715,273
Putnam County	\$0	\$1,000,000	\$1,000,000
Rockland County	\$830,607	\$0	\$830,607
Suffolk County	\$0	\$0	\$0
Westchester County	\$432,310	\$320,000	\$752,310
Members Subtotal	\$6,955,442	\$7,685,811	\$14,641,253
SDOT REG 08	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0
NYS DOT Main Office	\$0	\$0	\$0
NYS DOT Subtotal	\$0	\$0	\$0
Category Total:	\$7,611,648	\$8,965,811	\$16,577,459

Multi Agency

Route 59 Area Transportation & Land Use Study

Lead Agency:

NYMTC-Staff

Participating Agencies:

Rockland County

New York State Department of Transportation

Project Description:

Route 59 is a critical arterial roadway in Rockland County which roughly parallels the New York State Thruway. The area surrounding Route 59 includes a mix of land uses, with large retail centers, as well as commercial and residential sites and a significant pedestrian presence. The travel markets which move within and through the area are complex, being a mixture of regional and local person and goods movement and modes including truck, bus, car, pedestrian and bicycle. The combination of travel demand, traffic congestion, pedestrian and safety concerns, existing development and future sustainability call for a more comprehensive planning approach which engages local municipalities and stakeholders to define future transportation and land use scenarios that support and sustain one another. The Route 59 Area Transportation and Land Use Study will identify and evaluate transportation and development issues and future scenarios in the Route 59 corridor. The anticipated study limits are Route 59 generally in the Village of Spring Valley, the Village of Airmont and the Town of Ramapo, extending from Airmont Road in the west to South Pascack Road in the east.

Begin Date: 2020Q1

End Date: 2020Q2

Project Tasks:

1. Study Governance
2. Study Outreach Program
3. Key Study Parameters & Existing Study Area Conditions
4. Land Use & Development Profile
5. Community Visioning
6. Draft Study Report
7. Public Review
8. Final Study Report

Project Deliverables:

1. Preliminary and final drafts, and final study area condition technical memo (Completed)
2. Preliminary and final drafts, and final land use & development technical memorandum (Completed)
3. Preliminary and final drafts, and final recommended alternative development and transportation improvement scenarios (Completed)
4. Record of public feedback (2020Q1)
5. Draft and final reports (2020Q2)

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

- 1) Contract Name: Route 59 Study Consultant

Contract PIN: PTCS18G15 FHWA PL Number: 100T-224

Contract Start Date: April 2019 Contract End Date: September 2020

Estimated Contract Costs: \$300,000

Corresponding tasks for NYMTC staff: 2-8; corresponding deliverables: 1-5

Route 59 Area Transportation and Land Use Study

SFY 2020-2021

Total Project Funds: \$313,793



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

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

Route 59 Area Transportation and Land Use Study
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$41,710	\$500	\$150,000	\$150,000	\$42,210	\$192,210
MHSTCC Staff	\$116,583	\$5,000	\$0	\$0	\$121,583	\$121,583
NSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$158,293	\$5,500	\$150,000	\$150,000	\$163,793	\$313,793
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau County	\$0	\$0	\$0	\$0	\$0	\$0
NYCDCP	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOT	\$0	\$0	\$0	\$0	\$0	\$0
Putnam County	\$0	\$0	\$0	\$0	\$0	\$0
Rockland County	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk County	\$0	\$0	\$0	\$0	\$0	\$0
Westchester County	\$0	\$0	\$0	\$0	\$0	\$0
Members Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$313,793

Nassau-Queens Interface Transportation Study

Lead Agency:

NYC DOT

Participating Agencies:

Nassau County

Project Description:

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

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

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

Begin Date: 2018Q1

End Date: 2020Q4

Project Tasks:

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

Project Deliverables:

1. Draft scope of work (2018Q2)
2. Data Collection Plan (2018Q2)
3. Analysis of Existing Conditions (2019Q4)
4. Draft Final Report (2020Q4)

**Nassau-Queens Interface Transportation Study
SFY 2020-2021
Total Project Funds: \$76,308**



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

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

Nassau-Queens Interface Transportation Study
SFY 2020-2021

<u>Agency/Member</u>	<u>Staff Cost</u>	<u>Non- Personnel Cost</u>	<u>Professional Services Contracts Cost</u>	<u>Previously Programmed Funds</u>	<u>Funds Programmed in SFY 2020- 2021</u>	<u>Total Project Cost</u>
Central Staff	\$0	\$0	\$0	\$0	\$0	\$0
MHSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NSTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYCTCC Staff	\$0	\$0	\$0	\$0	\$0	\$0
NYMTC Staff Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
MTA	\$0	\$0	\$0	\$0	\$0	\$0
Nassau County	\$33,448	\$0	\$0	\$33,448	\$0	\$33,448
NYCDOP	\$0	\$0	\$0	\$0	\$0	\$0
NYCDOT	\$42,860	\$0	\$0	\$42,860	\$0	\$42,860
Putnam County	\$0	\$0	\$0	\$0	\$0	\$0
Rockland County	\$0	\$0	\$0	\$0	\$0	\$0
Suffolk County	\$0	\$0	\$0	\$0	\$0	\$0
Westchester County	\$0	\$0	\$0	\$0	\$0	\$0
Members Subtotal	\$76,308	\$0	\$0	\$76,308	\$0	\$76,308
SDOT REG 08	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 10	\$0	\$0	\$0	\$0	\$0	\$0
SDOT REG 11	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Main Office	\$0	\$0	\$0	\$0	\$0	\$0
NYSDOT Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
Project Total:						\$76,308

Central Staff

G01: September 11th Memorial Program – Academic Element

Project Description:

NYMTC has created a funding program to memorialize the contributions of the three NYMTC staff members who perished in the terrorist attacks of September 11, 2001. This program seeks to demonstrate our conviction that the best way to honor the victims of the September 11th attacks is to restore and improve what was destroyed that day. This project consists of the program's academic component which assists students completing their education in specific career fields related to transportation and transportation planning, with the hope that they will pursue careers in our organization. Work carried out by the student interns and research assistants will consist of transportation planning work eligible for inclusion in the UPWP.

Start Date: 2020Q1

End Date: 2022Q2

Project Tasks:

1. Convene and provide support to an evaluation and selection committee.
2. Participate with the committee in evaluating student intern and research assistant applications and proposals
3. Convene an introduction meeting with selected students, project managers and UTRC
4. Assist in coordinating members and selected student throughout program year

Project Deliverables:

1. Committee developed rate and ranking process (2020Q1; 2021Q1)
2. Final recommendation list of student interns and research assistants for PFAC approval
3. (2020Q2; 2021Q2)
4. Technical Memo on progress to initiate successful proposals (2020Q2; 2021Q2)
5. Student research reports from prior academic year (2020Q2; 2021Q2)

Project Costs:	\$313,346
New FHWA / FTA Fund:	\$33,346
Previously Programmed Funds:	\$280,000
Reason for Unspent Funds:	Multi-year project
Related Professional Services Contracts:	\$280,000
NYMTC will fund up to four students for both the 2020-2021 and 2021-2022 academic years.	

G03: Clean Freight Corridor Planning

Project Description:

Per the recommendation of the RFP component of NYMTC's *PLAN 2045*, this project will assess opportunities for Clean Freight Corridors in the NYMTC planning area that are integrated within the multi-state metropolitan region. The project will produce a plan for the development of Clean Freight Corridors to advance high-efficiency, low-emission alternative transportation technologies across all modes.

Start Date: 2019Q1	End Date: 2021Q1
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Project Tasks:

1. Engage the Freight Subcommittee of NYMTC's PFAC, augmented with interested representatives of the member metropolitan planning organizations and councils of government of the MAP Forum, as a technical advisory committee (TAC) for the study
2. Develop a Regional Assessment for Clean Freight Corridors in the NYMTC planning area in the context of the multi-state metropolitan region
3. Scan clean fuels technologies currently in use for long-haul trucking warehouse, interplant and distribution trips and deliveries, as well as supporting infrastructure. Also, inventory existing infrastructure in the multi-state metropolitan region
4. Analyze trends in and forecasts of commodity and vehicular flow trip origin and destination relevant safety information and trip type and modal choice throughout the multi-state metropolitan region as relevant characteristics for new corridor designations and, ultimately, investments in infrastructure
5. Prioritize Clean Freight Corridor designations
6. Identify appropriate clean transportation technologies and alternative fuels for identified/selected corridors
7. Develop and carry out public outreach to inform the designation of Clean Freight Corridors
8. Identify funding resources and potential public and private partnerships to support Clean Freight Corridor implementation
9. Amend the Regional Freight Plan to include the Clean Freight Corridors designations in the NYMTC planning area that is integrated with the larger multi-state metropolitan region

Project Deliverables:

1. Technical memo describing the plan for engaging the project organizational bodies and meeting schedules for the duration of the study (2019Q4)
2. Geo-spatial representation of already designated alternative-fuel corridors and clean fuels infrastructure (2020Q3)
3. Preliminary draft, final draft and final Regional Assessment for Clean Freight Corridors (2020Q4)
4. Geo-spatial representation of existing infrastructure that would support additional corridor designations (2020Q4)
5. Preliminary draft, final draft and final technical memo summarizing relevant laws and regulations (2020Q4)
6. Preliminary draft, final draft and final geo-spatial representation of potential corridor designations that may connect, link or expand the existing clean corridor network, for the consideration of the SSC (2020Q4)
7. Preliminary draft, final draft and final technical memo describing current clean fuels technologies scan and likely future development of these technologies (2021Q2)

Project Costs:	\$410,176
New FHWA / FTA Fund:	\$110,176
Previously Programmed Funds:	\$300,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study.	

G04: Regional Freight Land Use Study

Project Description:

The Regional Freight Plan element of NYMTC's current RTP recommends an "areawide" study of freight land use. This project will assess and determine the appropriate mix of land uses related to goods movement in the multi-state New York City metropolitan region and will focus and support the preservation of industrial uses where appropriate.

Start Date: 2019Q1	End Date: 2021Q4
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Project Tasks:

1. Engage a technical advisory group and study steering committee
2. Collect freight-related and industrial land use and master planning information
3. Describe the impacts of changing business models and development pressures on freight-related and industrial land uses
4. Develop alternative future freight-related and industrial land use scenarios

Project Deliverables:

1. Preliminary draft, final draft and final technical memo describing a plan for the engagement of these bodies and meeting schedules for the duration of the study (2020Q2)
2. Preliminary draft, final draft and final geo-spatial visualization of current freight-related and industrial land uses in the multi-state metropolitan region (2020Q4)
3. Preliminary draft, final draft and final geo-spatial visualization of recent trends in these land uses in the multi-state metropolitan region (2020Q4)
4. Preliminary draft, final draft and final of a technical memorandum providing supporting information to the geo-spatial visualizations (2021Q1)
5. Preliminary draft, final draft and final geo-spatial visualizations of potential impacts on freight-related and industrial land uses in the multi-state region in the medium-term (next ten years) and long-term (Regional Freight Plan horizon year) (2021Q2)
6. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations (2021Q2)
7. Preliminary draft, final draft and final geo-spatial visualizations of alternative future freight-related and industrial land use patterns for both current zoning and for potential future rezoning (2021Q3)
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geo-spatial visualizations and presenting final alternative future scenarios (2021Q4)

Project Costs:	\$442,157
New FHWA / FTA Fund:	\$142,157
Previously Programmed Funds:	\$300,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$300,000
Consultant will support all aspects of this study.	

G05: Community Planning Workshops

Project Description:

This project will complete a series of up to ten half-day workshops targeted to community participants in the fields of municipal government, planning, engineering, law enforcement, education, business leaders, and interested citizens. Workshop topics will be established working with the relevant NYMTC member and local sponsors, with an emphasis on two major types of workshops walkable community workshops and parking management workshops. Workshop locations will be selected by NYMTC's members in the context of *PLAN 2045*'s Coordinated Development Emphasis Areas (CDEAs). These workshops provide planning assistance to local governments and are geared towards stakeholder participation in specific focus areas. The consultant facilitator will provide a presentation that includes guidance for evaluating and implementing improvements. It will be tailored to the specific situation observed in the focus area.

Start Date: 2020Q1	End Date: 2020Q4
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Project Tasks:

1. Select workshop locations and local sponsors
2. Review the sites identified as the focus of the workshops to identify key issues and
3. concerns
4. Develop presentations with elements specific to the workshop location
5. Implement the workshops and develop group recommendations
6. Develop meeting summaries with recommendations
7. Maintain a web page of information about the workshops

Project Deliverables:

1. Summary reports with recommendations for each workshop location (2020Q4)

Project Costs:	\$223,838
New FHWA / FTA Fund:	\$123,838
Previously Programmed Funds:	\$100,000
Reason for Unspent Funds:	Contract start date delayed
Related Professional Services Contracts:	\$100,000
Consultant will help develop and execute community workshops throughout region.	

G06: Specialized Mobility Needs and Transportation Network Companies (TNCs)

Project Description:

Despite concerns regarding the inaccessibility of ride-hailing services for individuals who use wheelchairs, and reluctance or inability of some rider groups, such as older adults, to explore use of such services, ride-hailing services provided through TNCs may offer an innovative approach to enhancing services, addressing some service gaps, and meeting mobility needs. This project will explore opportunities for integration of ride-hailing services for both public transit and human services transportation to better meet mobility needs, as recommended by the Coordinated Public Transportation-Human Services element of *PLAN 2045*.

Start Date: 2019Q4	End Date: 2021Q3
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Project Tasks:

1. Inventory of TNCs in the NYMTC planning area
2. Review of regulations relevant to TNCs
3. Analysis of mobility needs identified in the Coordinated Plan
4. Identification of opportunities for TNCs to meet identified service needs
5. Development of "business plans" for engaging TNCs to fulfill identified service opportunities

Project Deliverables:

1. Inventory of TNCs and summary of related regulations (2020Q4)
2. Technical memo describing service opportunities (2021Q4)
3. Draft and final versions for up to ten business plans to fulfill identified service opportunities (2021Q4)

Project Costs:	\$232,896
New FHWA / FTA Fund:	\$82,896
Previously Programmed Funds:	\$150,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$150,000
Consultant will support all aspects of this study.	

Metropolitan Transportation Authority

G01: Astoria-Broadway NQRW Lines Capacity Improvements Study

Project Description:

MTA New York City Transit (NYCT) is conducting a study to comprehensively evaluate constraints on the Astoria and Broadway BMT lines. This study will develop potential capacity enhancement alternatives to accommodate projected growth on these lines over the next 30 years. The study will allow MTA NYCT to identify and evaluate the interrelated constraints and bottlenecks affecting line capacity and propose coordinated solutions, including operational improvements and capital investments.

Start Date: 2019Q1	End Date: 2020Q4
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Project Tasks:

This study will evaluate capacity constraints and potential improvements for the Astoria/Broadway BMT network. The study consists of three primary and one optional task to support NYCTs comprehensive line evaluation.

1. Operations analysis and feasibility of capacity improvements at Astoria-Ditmars Blvd terminal
2. Rail simulation and analysis of Broadway BMT routes to identify other bottlenecks and constraints
3. Identification of potential chokepoint alleviation concepts
4. Develop and evaluate capacity improvement concepts for DeKalb Interlocking. (Optional task)

Project Deliverables:

Provide a report for the study, including:

1. Rail simulation for various operating scenarios
2. Analysis and recommendation of improvements at Astoria-Ditmars Blvd terminal
3. Narrative describing potential improvements and recommendations, including conceptual engineering design drawings of proposed modifications, conceptual constructability/phasing plans, drawings and schedules, and summaries of order-of-magnitude cost estimates, subway service impacts, and potential environmental/community impacts, with supporting back-up information (2020Q4)

Project Costs:	\$1,903,289
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$1,900,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$1,900,000
Consultant will support all aspects of this study.	

G02: First and Last-Mile Station Access Mobility Study & Toolkit Development

Project Description:

A comprehensive study to:

1. Analyze, quantify, and survey the universe of emerging private sector mobility technologies, innovative services, and/or service providers that could address and alleviate the first- and last-mile station access mobility gap in suburban and urban commuter rail service areas, with the goal of positioning the MTA to act as a facilitator to encourage such station access and mobility choices as a means to reduce reliance on the use of single-occupancy vehicles.
2. Explore how the MTA can serve as a platform for innovative private sector companies, or public private partnerships, to fill the accessibility void by developing pilot programs with public and private partners to test the roll-out of station access services; the goal being for the MTA not to create, maintain, or operate any costly new services.
3. Compile a first- and last-mile Station Access Options Toolkit (the Toolkit) that can be used by local governments and organizations to help them understand and consider how best to meet the mobility and station access needs of the residents of their communities; ideally, the Toolkit would be a menu of transportation choices, providers, modes, and methodologies for service implementation.

Start Date: 2019Q1	End Date: 2020Q4
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Project Tasks:

1. Engage in a comprehensive industry-wide survey of emerging mobility technology companies and transportation services, including multi-modal means of getting to/from a rail station, including cost factors and metrics to quantify the magnitude and scale of the service, and examples of best practice case studies.
2. Identify the station typologies which would be most conducive to each form of emerging technology, including a possible pilot program at specifically chosen stations in the regional rail network to test the applicability of a technology or service.
3. Identify gaps in accessibility to commuter rail service in the region, both first- and last-mile; recommend strategies on how MTA can best serve as a long term facilitator for innovative private sector companies, emerging new technologies, and overlooked but simple transportation alternatives to assist local communities and governments to bridge the first- and last-mile divide with practicable and actionable solutions in partnership with private sector companies.
4. Develop a comprehensive Toolkit as reference guide for local governments, counties, business improvement districts, chambers of commerce, and non-profits to help them select, utilize, and modify the transportation alternatives and implementation means and methods most suitable to their situation and immediate accessibility needs.

Project Deliverables:

1. An in-depth and detailed survey of the emerging mobility technologies and alternative multi-modal means of station access
2. A station typologies profile and scoring matrix of their compatibility with various kinds of mobility technologies and other forms of accessibility choices
3. An accessibility gap analysis with a recommendation for MTA to serve as a platform and bridge for mobility technology companies to fill in the gap and provide transportation service in partnership with local governments and communities
4. A comprehensive first- and last-mile station accessibility mobility Toolkit which shall serve as a guidebook with a menu of options and choices for localities and governments to determine what would work best for their local needs
5. Identify specific stations in the MTA service territory, both urban and suburban, for a possible pilot program to test method of implementation for each station, including identified sources of funding, and possible next steps to help MTA decide how to advance such efforts as a separate action, not tied to this study (2020Q4)

Project Costs:	\$508,884
New FHWA / FTA Fund:	\$4,713
Previously Programmed Funds:	\$504,171
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$500,000
Consultant will assist with all aspects of this study.	

G03: Geospatial Database

Project Description:

The MTA and its operating agencies carry out periodic analysis of mobility in the New York City metropolitan area, including identification of origin and destination geographies, time of day and modal choices and preferred travel routes to identify potential operating changes and capital investments. Additionally, MTA and its agencies regularly conduct planning studies that call for both a baseline analysis of current personal mobility and traffic conditions and forecasts of passenger volume and modal choice against which to evaluate potential future transit improvements. Survey data of MTA customers to address these needs is time consuming and difficult to keep up to date. The collection of geospatial data by private sector entities from members of the public using smartphones, tablets, laptops and other mobility devices presents the potential a rich dataset of travel behaviors on a time of day, modal choice and geographic basis. MTA would like to have a geospatial database of travel records from within the NYC and MTA service region acquired and installed for use by MTA and operating agency staff and its consultants for a 12-month period beginning in December 2019, with an option for further extensions.

Database Requirements:

- Accurately represents the current resident population of the MTA service region (New York City, Nassau and Suffolk Counties on Long Island, and Westchester, Dutchess, Putnam, Rockland, and Orange Counties in the Mid-Hudson region)
- Accurately reflects current travel volumes and modal choice shares (auto/truck, public transportation, other)
- Database be updated no less frequently than every three months for the duration of the lease
- Data and data reports are exportable to TransCAD, SPSS or other third-party applications in use by the MTA
- Access to the data does not require specialized computer hardware, software or network configurations at MTAs expense

Start Date: 2020Q1	End Date: 2020Q4
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Project Tasks:

1. None

Project Deliverables:**1. Geospatial Database (2020Q4)**

Project Costs:	\$2,509,340
New FHWA / FTA Fund:	\$2,509,340
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$2,500,000
Database purchase	

Nassau County

G01: Land Use-Transportation Element of Comprehensive Plan

Project Description:

Relate potential transportation and mobility strategies to the land use patterns and policies established in the Nassau County Comprehensive Plan and the RTP (*PLAN2040*, *PLAN2045*, *PLAN2050*), and update the transportation section of Nassau County's Draft Comprehensive Plan. This activity will focus on both looking at the policy recommendations and implementation strategies that were identified in the last Draft Plan to determine whether progress has been made and identifying new recommendations and strategies based on recent land use changes, Complete Streets guidelines, shifts in demographics and other trends, and the County's increased emphasis on resiliency following Superstorm Sandy.

Start Date: 2020Q1

End Date: 2021Q3

Project Tasks:

1. Update the transportation section of the draft County Comprehensive Plan
2. Track the progress of implementing the policy recommendations and strategies identified in the last Draft Plan; revisit/refine policies as noted above
3. Lay the foundation for the next Comprehensive Plan update

Project Deliverables:

1. Update relevant Census and Census-related data, such as journey-to-work; incorporate current NYMTC SED forecasts into plan (2020Q2)
2. Update land use maps to reflect new development data; and incorporate the Nassau Hub IOS and Nassau Coliseum Redevelopment initiatives into Existing Conditions portion of Plan (2020Q2)
3. Incorporate Complete Streets guidelines, NYMTC 2050 SED and TAZ-level forecasts, and elements of *PLAN 2050* already in place into future Comprehensive plan update (2020Q4).
4. Finalize Plan. Note: Public outreach will be conducted, as needed, throughout the project (2021Q2)

Project Costs:	\$585,045
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$585,045
Reason for Unspent Funds:	Previously completed projects
Related Professional Services Contracts:	\$500,000
Consultant will support most aspects of this effort.	

G02: Nassau County Traffic Signal Progression and Optimization Study I - Bethpage, East Meadow, Westbury

Project Description:

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

Start Date: 2019Q4	End Date: 2020Q4
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Project Tasks:

1. The following data will be collected at various locations along Central Avenue (Bethpage), East Meadow Avenue (East Meadow) and Brush Hollow Road (Westbury):
 - a. Existing phase sequences and signal timing at 23 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity
2. Data Development Includes the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Data Refinement Includes field observations and adjustments
4. Final design includes:
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables and
 - d. Design report

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

Project Deliverables:

1. Technical memorandum (2019Q4)
2. Final report (2020Q4)

Project Costs:	\$148,935
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$148,935
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study.	

G03: Nassau County Traffic Signal Progression and Optimization Study II - Oceanside

Project Description:

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

Start Date: 2020Q1	End Date: 2020Q4
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Project Tasks:

1. Data Collection The following data will be collected at various locations along Central Avenue, Long Beach Road and Lawson Blvd (Oceanside):
 - a. Existing phase sequences and signal timing at 22 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity.
2. Data Development Includes the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
 - d. Data Refinement Includes field observations and adjustments.
3. Final design includes:
 - a. Signal timing optimization
 - b. Time space diagrams
 - c. Data tables and
 - d. Design report

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

Project Deliverables:

1. Technical memorandum (2020Q1)
2. Final report (2020Q4)

Project Costs:	\$148,935
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$148,935
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$120,000
Consultant will support all aspects of this study	

G04: Nassau County Traffic Signal Progression and Optimization Study III - Hewlett and Lynbrook

Project Description:

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

Start Date: 2019Q1	End Date: 2021Q1
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Project Tasks:

1. The following data will be collected at various locations along Mill Road and Burnside Avenue (Hewlett), and Peninsula Blvd (Lynbrook):
 - a. Existing phase sequences and signal timing at 28 signalized intersections
 - b. Existing traffic and roadway features
 - c. Unsignalized intersections and driveways
 - d. Arterial traffic flow data
 - e. Side street flow data
 - f. Traffic flow characteristics
 - g. Vehicle mix
 - h. Pedestrian activity
2. Data Development Includes the following:
 - a. Data entry
 - b. Data analysis
 - c. Data reporting
3. Data Refinement Includes field observations and adjustments
4. Final design includes:
 - a. a) Signal timing optimization
 - b. b) Time space diagrams
 - c. c) Data tables
 - d. d) Design report

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

Project Deliverables:

1. Technical memorandum (2020Q3)
2. Final report (2021Q1)

Project Costs:	\$165,075
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$165,075
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$130,000
Consultant will support all aspects of this study.	

G05: Roadway Sustainability and Compliance Study

Project Description:

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

Start Date: 2017Q1	End Date: 2021Q3
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Project Tasks:

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

Project Deliverables:

1. RFP for consultant Services (2020Q1)
2. Project Data Collection (2020Q2)
3. Roadway Treatment Recommendations and Standard Detail Designs (2020Q3)
4. Pavement Management System & Final Report (2021Q3)

Project Costs:	\$760,472
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$760,472
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$700,000
Consultant will support all aspects of this study.	

G06: Downtown Hicksville Revitalization Traffic Impact and Complete Streets

Project Description:

Located in the Town of Oyster Bay, downtown Hicksville's street network provides a high level of connectivity to existing commercial corridors, single-family residential neighborhoods and the Long Island Rail Road (LIRR) Station. Many downtown Hicksville roads, however, have been reconstructed over the past half-century to maximize traffic volumes and speeds at the expense of pedestrians, cyclists and local businesses. Both Broadway and Newbridge Road (State roads NY 107 and NY 106, respectively) carry roughly 28,000 cars per day through the heart of the downtown. Both roads also have very different characters, but together serve as the main N/S arterials and access ways to and from downtown Hicksville. Jerusalem Avenue and Old Country Road, both County roads, further connect the downtown from the east, west and south. In an effort to increase safety and accessibility for pedestrians, cyclists and all other users of the downtown road network, the County seeks to perform a complete streets traffic assessment, in coordination with NYSDOT and the Town of Oyster Bay. The traffic assessment is expected to inform and guide the broader downtown Hicksville revitalization and zoning initiative currently underway by the Town of Oyster Bay

The project will include an assessment of current traffic volumes, pedestrian activity, accident data and travel lane/intersection geometry. Existing conditions will be analyzed, and recommendations will be developed to improve the accessibility and safety for all users including motorists, pedestrians and cyclists. The study will pay particular attention to improving access to the LIRR Hicksville Station, as well as increasing pedestrian connectivity along the Broadway, Jerusalem Avenue and Newbridge Road. Design concepts such as curb/sidewalk bump-outs, green infrastructure, lane reduction, signal timing modifications, lighting and intersection modifications will be evaluated. A review of NICE bus movements and stops in and through the study area will also be undertaken as part of this study. Key Stakeholders, including local residents, business owners, NYSDOT, and the Town of Oyster Bay will be engaged as part of the public outreach process. Public engagement will include the vetting of design strategies and draft recommendations.

Project Limits: The study area is generally bound by Old Country Road to the south, Newbridge Road to the west, South Broadway to the east, and West John Street to the north.

Start Date: 2017Q2	End Date: 2020Q2
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Project Tasks:

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

Project Deliverables:

1. Execute consultant contract (2018Q3)
2. Submission of Public Engagement Plan and Tech Memo on data collection methods (2018Q3)
3. Submission of Existing Conditions model (2018Q4)
4. Tech memo on design alternatives (prioritization and cost estimates) (2019Q1)
5. Final report and revisions (2020Q2)
6. Post report follow up (as needed) (2020Q3)

Project Costs:	\$43,245
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$43,245
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$35,000
Consultant will conduct traffic impact analysis and complete streets assessment.	

G08: Nassau County Shared-Mobility Management Plan

Project Description:

Emerging technologies and changes in modal preference are leading to a rapidly changing transportation landscape. The quickly expanding and diversifying range of motorized and non-motorized mobile application-based shared transportation services present an opportunity for Nassau County to comprehensively and proactively manage such services. To fully realize the benefits of shared-mobility, Nassau County seeks to prepare and implement a Shared-Mobility Management Plan.

This plan will review and inventory existing and emerging shared-mobility services (motorized and non-motorized), and comprehensively evaluate infrastructure compatibility and necessary improvements, hosting partnerships, economic benefits and policy/legal issues. The Plan will provide recommendations for capital improvements (infrastructure), funding sources, and key locations for piloting shared-mobility services within the county. This Plan will also provide a framework for evaluating new services for implementation.

Public outreach and stakeholder coordination will be conducted throughout the duration of the project. Key stakeholders, including, elected officials, municipal representatives, chambers of commerce, advocacy organizations and community groups will be engaged as part of the outreach task.

Start Date: 2018Q1	End Date: 2021Q3
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Project Tasks:

1. Data Collection (county-wide mobility surveys and memorandum on data collection)
2. Analysis of Data Collection
3. Identify a Pilot Project(s)
4. Prepare Draft & Final Recommendations
5. Prepare Draft and Final Report/Implementation Plan
6. Public Outreach Support
7. Economic Modeling (to be authorized at the discretion of County).

Project Deliverables:

1. Mobility surveys to be distributed to public and medium-large employers, and technical memorandum summarizing all data from surveys (2019Q1)
2. Technical Memorandum summarizing the analysis process and findings (2020Q2)
3. Technical memorandum identifying pilot project(s) (2020Q2)
4. Technical Memorandums with draft and final recommendations (2020Q3)
5. Economic modeling (to be authorized at the discretion of County) (2020Q3)
6. Technical report/implementation plan (final document) (2020Q4)
7. Public and stakeholder engagement program, and development and management of project website (all quarters)

Project Costs:	\$664,607
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$664,607
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$600,000
Consultant will support all aspects of this study.	

New York City Department of City Planning

G01: Strengthening the Transportation - Land Use Connection

Project Description

As New York City continues to grow and redevelop, NYCDCP is uniquely positioned to create zoning and land use changes to both facilitate that growth and direct it to neighborhoods where it is most appropriate. Complimentary to the land use changes, strategic investments in transportation will be critical to fostering diverse, livable communities with sufficient mobility and connectivity. Working closely with operating agencies, NYCDCP will assess transportation needs in those proposed growth areas and identify additional capital projects that will support and enhance those already programmed and scheduled. By integrating transportation and land use planning, this effort directly supports the RTP's goals of enhancing the regional environment and regional quality of life. Furthermore, this neighborhood planning effort will help the region build the case for implementation resources, another RTP goal. In keeping with NYC DOT's Vision Zero initiative to combat traffic deaths and injuries, the goal of enhancing safety will feature prominently in the planning process and recommended projects.

Start Date: 2020Q1

End Date: 2020Q4

Project Tasks:

Each transportation needs assessment will begin with a data collection effort and a problem identification discussion with area stakeholders. Based on analysis of traffic, pedestrian, transit and other data and input from the community, NYCDCP will then propose a set of recommended improvements and funding options. The Transportation Division will work closely with planners in our borough offices to identify relevant and appropriate study areas. Potential study areas can include but are not limited to the following:

- Industrial Areas – safety-oriented study that would look at new approaches to planning for bike lanes along truck routes.
- MX Districts – enhance mobility to/from the special mixed-use districts, create opportunities for job growth.
- Downtown Brooklyn – continued traffic and transportation improvements for this vibrant job center.
- North Shore BRT – planning for Transportation Oriented Development (TOD) along this corridor.
- Connectivity in Bronx CD12 – transportation improvements to help facilitate growth.
- Metro North – connecting neighborhoods/institutions with stations; Regional Connections – Bronx to Queens/Westchester/Connecticut
- Yankee Stadium area growth potential – game time impacts and other circulation issues.
- Bronx east/west connectivity
- Austin Street – Yellowstone Boulevard to Jackie Robinson Pkwy – chronically congested commercial corridor.

- Northern Boulevard – Queens Plaza to Steinway – high traffic corridor with safety issues.
- Queens Boulevard Protected Bike Lane Extension – extend from Yellowstone Boulevard to Hillside Avenue.
- Union Turnpike - Van Wyck Expressway to Clearview Expressway – major east-west commercial corridor with high rate of crashes, no bus or bicycle infrastructure and minimal accommodation for pedestrians.

Project Deliverables:

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

1. Study Outreach Program and Data Collection Plans (2020Q1)
2. Study Area Existing Conditions and Technical Needs Assessments (2020Q2)
3. Draft Reports and Stakeholder Comments (2020Q3)
4. Final Reports – Transportation Improvement Recommendations and Funding Options (2020Q4)

Project Costs:	\$828,494
New FHWA / FTA Fund:	\$328,494
Previously Programmed Funds:	\$500,000
Reason for Unspent Funds:	Funding from previously completed projects
Related Professional Services Contracts:	\$20,000
Data collection support.	

G02: Utilizing Data and Technology to Better Identify Transportation System Trends and Demands

Project Description:

Travel within, to and through our region takes many forms and is in a constant state of change. The availability of open data and very large datasets are allowing us to look at transportation in very different ways to gain a better understanding of evolving industry trends and demands on the transportation networks. Utilizing DMV, For-Hire Vehicles (FHV), MTA, CitiBike, Census Transportation Planning Products (CTPP) and other data sources, NYCDTCP proposes to undertake analyses on current trends in the field of transportation, assessing accessibility and mobility across different geographies and providing spatial visualization of these analyses. This will allow the NYCDTCP to be more proactive in adapting land uses to a changing transportation environment to ensure that we can provide good mobility to our citizens.

Start Date: 2020Q1	End Date: 2020Q4
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Project Tasks:

The large datasets that we would analyze will include, but not limited to the following: Uber Movement Traffic Speed Data Analysis; MTA Realtime Data Analysis; update NYCDTCP's data portal for 31 county data; CitiBike Bronx Expansion; Crash data; Logistics sector/goods movement; Ferry System Data; Parking utilization data; and Subway System Incremental Capacity Enhancements.

Project Deliverables:

For each dataset analyzed, DCP will provide short fact sheets and visualizations to highlight results and develop recommendations based on transportation industry trends and demands

1. Study outreach program and identification of stakeholders (2020Q1)
2. Work with DCP's Strategic Planning Divisions to develop a prioritized list of datasets to analyze (2020Q2)
3. Draft fact sheets and visualization materials (2020Q3)
4. Final fact sheets, visualization materials and recommendations (2020Q4)

Project Costs:	\$611,505
New FHWA / FTA Fund:	\$389,547
Previously Programmed Funds:	\$221,958
Reason for Unspent Funds:	Funding from previously completed projects
Related Professional Services Contracts:	N/A

G03: Current Best Practices in Transportation

Project Description:

As New York City continues to modify and expand transportation networks to meet the demands of a growing population, keeping abreast of recent innovations and practices in other major cities worldwide is crucial. This project will identify, research and catalog these innovations so that the City can incorporate them into future planning projects. It is hoped that this research will inform future NYC policies and planning as well as that of our partners in the NYMTC region. This work should also serve to aid in the development of the next RTP.

Start Date: 2020Q1

End Date: 2020Q4

Project Tasks:

DCP will work with agency planners and involved stakeholders to develop a list of emerging transportation issues and modes, research how other localities and municipalities have incorporated them into their transportation systems and identify whether these treatments are appropriate or adaptable to New York City. Potential innovations and best practices to be studied will include but are not limited to: Potential Micro-transit strategies; Transportation Demand Management; Resiliency/Climate Change and Transportation; and Bike share/scooters/mopeds.

Project Deliverables:

DCP will issue a series of short papers documenting best practices in transportation and outlining their applicability to the New York City and regional transportation systems

1. Identification of stakeholders and outreach plans (2020Q1)
2. Identification of emerging issues/technologies to be studied (2020Q2)
3. Draft papers documenting best practices from other areas (2020Q3)
4. Final papers on best practices and recommendations for incorporating these into the city and regional transportation networks (2020Q4)

Project Costs:	\$431,789
New FHWA / FTA Fund:	\$431,789
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

New York City Department of Transportation

G01: NYC Pedestrian Map

Project Description:

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

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

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

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

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

This PedMap project meets nearly all of the NYMTC regional goals as stated in Plan 2045. This project will improve the regional environment through improved air quality from reduced vehicle usage by prioritizing pedestrian trips. It will improve the regional economy by rationalizing the sidewalk typologies needed for developments and rezoning actions, as well as providing unencumbered movement of pedestrians throughout regional and local business districts. This product will improve the quality of life for users by providing better Complete Street, Vision Zero and Safe Routes to School guidance for pedestrian spaces. It will help to provide flexible transportation access by supporting and integrating ferry services with the surrounding pedestrian networks. And finally, the PedMap could guide NYC DOT asset management with regard to its sidewalk infrastructure by identifying areas of greatest need and demand.

Start Date: 2020Q1

End Date: 2022Q4

Project Tasks:

1. Model Development and Data Collection
2. Initial Community Outreach
3. Preliminary Recommendations
4. Community Presentation and Outreach
5. Final Recommendations

Project Deliverables:

1. NYC Wide Model of Pedestrian Demand (2021Q1)
2. Preliminary Network Recommendations (2021Q4)
3. Draft Final Report (2022Q4)

Project Costs:	\$627,405
New FHWA / FTA Fund:	\$627,405
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$94,292
Contract will support development of certain study elements.	

G03: Lindenwood/ Spring Creek Transportation Study

Project Description:

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

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

Start Date: 2018Q1	End Date: 2020Q4
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Project Tasks:

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

Project Deliverables:

1. Draft scope of work (2018Q2)
2. Data Collection Plan (2018Q2)
3. Analysis of Existing Conditions (2019Q4)
4. Draft Final Report (2020Q4)

Project Costs:	\$38,540
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$38,540
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G04: NYC Mobility Report

Project Description:

The New York City Mobility Report is NYC DOTs annual report on key agency performance metrics and citywide transportation indicators. Since 2008, the report has brought together independent data sources (such as the NYMTC Hub-Bound report, census and demographic data, TLC Taxi GPS data, MTA bus and subway ridership, and NYS Department of Motor Vehicle [DMV] data) and conducted new analysis to reveal trends in NYC mobility. Key annual indicators include citywide bike traffic, dockless bike trips, Central Business District (CBD)-bound vehicle traffic and transit ridership, non-CBD-bound traffic and transit ridership, and average Manhattan travel speeds measured by taxi and MTA GPS data feeds.

UPWP funding will allow DOT to provide the analytical expertise for this report so that it will remain a cutting-edge resource for the agency, policymakers, and the public at large. The report serves to identify trends in mobility that DOT and other transportation agencies around the world can act on. DOT will continue to publish an annual edition in May 2021 to highlight the years trends. As a reflection of DOTs data-driven efforts to improve the safety and efficiency of the transportation network, the Mobility Report directly supports the RTPs goal of helping the region build the case for implementation resources (1-11).

Start Date: 2020Q1

End Date: 2021Q2

Project Tasks:

1. Data collection of mobility and classification data
2. Analyze and visualize collected data
3. Outline, write, design and finalize the report

Project Deliverables:

1. Project Outline and Schedule (2020Q2)
2. Draft final report (2021Q2)

Project Costs:	\$88,848
New FHWA / FTA Fund:	\$88,848
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G05: Senior Pedestrian Safety Study

Project Description:

In 2017, NYC had its lowest year on-record for pedestrian fatalities and 2018 is following a similar trend. Unfortunately, senior pedestrian fatalities have not improved at the same rate. In 2017, there were 54 senior pedestrian fatalities in NYC, representing 50% of annual pedestrian fatalities; however, seniors make up only 13% of NYC's population. NYCDOT will undertake a comprehensive study of senior pedestrian fatalities and injuries, investigating senior pedestrian crash types, severity outcomes and geographies. The goal of the study will be to identify systematic engineering interventions targeted to seniors and new channels and methods for delivering traffic safety messages to seniors.

This study aligns with NYMTC's Regional Transportation *PLAN 2045* in a number of ways. The study reflects the National Goal Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads (pp. 1-17). Since senior pedestrians make up such a large proportion of traffic fatalities in NYC (24% in 2017), combating this problem could bring about a significant reduction in fatalities and serious injuries.

Similarly, the study aligns with the regional goal of Enhance the safety and security of the transportation system as improvements in senior pedestrian safety would bring about a reduced rate of annual injuries and fatalities on the region's transportation systems (pp. 1-26). Specifically, pedestrian safety is cited as *PLAN 2045* first priority emphasis area and seniors face more pedestrian challenges compared to other adults. Therefore, providing safe mobility for older adults is a priority for pedestrian safety (pp. 5-37).

Finally, this study aligns with two parts of the regional goal Improve the regional quality of life (pp. 1-24). A safer street environment for seniors and better-educated senior pedestrians would increase the ability to safely enjoy walking, bicycling, and the use of public space (pg 1-24). Similarly, if seniors feel safer on the streets and are better able to navigate the pedestrian environment, this study could improve transportation access and mode choice options for the elderly (pp. 1-24).

Start Date: 2019Q1	End Date: 2020Q4
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Project Tasks:

1. Literature Review
2. Investigate Initial Research Questions
3. Investigate Detailed Research Questions
4. Development of Action Plan
5. Internal Review of Research & Action Plan
6. Design, Layout and Publishing of Report

Project Deliverables:

1. Report Outline (2019Q1)
2. Preliminary Report (2020Q1)
3. Draft Final Report (2020Q4)

Project Costs:	\$79,466
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$79,466
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G06: Comprehensive Planning to Advance the RTP Ped-Bike Element

Project Description:

The goal of the Pedestrian Network Development Program within NYC DOT is to improve the pedestrian network throughout NYC to increase pedestrian trips citywide, especially to regional transit. The program creates streetscapes that are inviting to and safe for pedestrians of all ages and abilities; to calm traffic; and to strengthen non-motorized connections between residential areas, transit, and retail districts. NYC DOT will contribute to meeting the regions goals, as stated in Plan 2045, of Enhancing the regional environment through improved air quality from reduced vehicle usage; Improving the regional economy by creating streets and plazas that draw users both locally and regionally, such as the transformation of Madison and Times Squares; and Improving the quality of life by creating complete streets that increase the availability and safety of walking, biking, and the ability of residents and visitors alike to enjoy public space. NYC DOTs Pedestrian Unit will develop plans for selected corridors/ neighborhoods.

These plans will have the goal of creating safe access for all users, calming traffic, and strengthening non-motorized connections between residential and retail districts, in a manner that is consistent with RTP goals and Complete Streets guidelines. The Pedestrian Unit will study locations throughout the city to develop improvement recommendations where particular pedestrian problem areas are identified. Locations will be selected through the regular surveying of complex intersections and in response to expressed community needs. These selected locations will be located near bus lines, subway/ rail lines, major thoroughfares, and other forms of regional transportation. Under this study, PPG staff will develop plans based on comprehensive traffic and safety analysis for pedestrian and bicycle facilities to provide residents with alternative means of accessing employment, commercial districts, and transit, as encouraged by Plan 2045.

It is expected that the planning study will develop recommendations that may include physical improvements, such as widened sidewalks and neckdowns, improved crosswalks, regulatory and informational signs, and the addition of lighting and landscaping, as well as operational improvements, such as changes in signal timing, curb regulations, and bicycle facilities upgrades.

The study will be an integrated planning process by NYC DOT whereby necessary surface and sub-surface infrastructure improvements will be expanded to become pedestrian projects through additional data collection, analysis, community outreach, and design.

Start Date: 2020Q1	End Date: 2020Q4
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Project Tasks:

1. Project Initiation and Scope Development, including selection of up to 4 locations
2. Data Collection and Initial Community Outreach
3. Preliminary Recommendations
4. Community Presentation and Outreach
5. Final Recommendations

Project Deliverables:

1. Scope of Work (2020Q1)
2. Existing conditions analysis including data collection plan (2020Q2)
3. Draft report (2020Q4)

Project Costs:	\$378,644
New FHWA / FTA Fund:	\$378,644
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$60,000
Consultant will collect traffic count data for study areas.	

G07: Off-Hour Deliveries Program Expansion Evaluation Study

Project Description:

NYC DOT seeks funding to produce a report which evaluates the effectiveness of the Off-Hour Deliveries Program expansion. Established as a pilot program between 2007-2010, the Off-Hour Deliveries (OHD) Program encourages goods delivery during the off-peak hours of 7 p.m. to 6 a.m. to decrease congestion and truck emissions, specifically in Midtown Manhattan, Lower Manhattan downtown Brooklyn, Flushing and Jamaica where there are high pedestrian volumes and limited curb space.

Between 2016 and 2018, DOT developed a branding and media plan for the OHD program and conducted a survey of businesses, including freight transporters and receivers, to better understand how and when deliveries are made and the financial and logistical reasons behind these decisions. Mayor de Blasio launched the expansion of the OHD initiative in April 2019 as part of a comprehensive program to reduce congestion, improve bus transit speeds and decrease the opportunity for conflicts with pedestrians and cyclists.

With this initiative, DOT expects to triple the number of business locations participating in the OHD from 500 to 1500 by the end of 2021. This report will outline the key performance metrics of the program including qualitative surveys of OHD program participants to support documentation of lessons learned and best practices for implementation of freight demand management strategies.

Start Date: 2020Q1

End Date: 2021Q4

Project Tasks:

1. Data collection
2. OHD Program participants survey
3. Assessment of congestion reduction metrics
4. Assessment of carbon reduction from program expansion
5. Assessment of economic impacts

Project Deliverables:

1. Tech Memo 1- Scope of Work, Data Collection Plan, and Survey Design (2020Q1)
2. Tech Memo 2- OHD Performance Assessment Summary (2021Q3)
3. Draft Final Report (2021Q4)

Project Costs:	\$149,690
New FHWA / FTA Fund:	\$149,690
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$70,000
Consultant will collect traffic count data.	

G08: NYC Freight Routes Study

Project Description:

An estimated 365 million tons of freight valued at an estimated \$1.3 trillion moves over and through the region's road, rail, airports, and ports each year. A 67 percent increase in freight movement is expected by 2045. Over 90 percent of the goods that enter, leave, or pass through New York City are carried by truck. With nearly 1,000 miles of designated roadway, New York City has one of the most complex truck route systems in the nation. The New York City Department of Transportation (NYC DOT) Office of Freight Mobility (OFM) seeks to update its Truck Route Network and Truck Route Map which is a full color, double-sided map featuring the City's comprehensive Truck Route network overlaid on top of the entire arterial street network. This map serves as an outreach tool that makes it easier for drivers to locate specific streets and intersections. To update the network, the study will examine existing truck freight flows into, within, and through the boundaries of New York City, with a focus freight intensive sectors such as Industrial Business Zones across the city, central business districts and commercial corridors as well as overlapping development emphasis areas/ areas of future growth and environmental justice. It will inform and support planning and policy decisions to expand the truck route network for connectivity and for efficiency in truck freight movements.

In addition to filling the gap in existing truck freight data and the subsequent freight network in New York City, this project will support the NYMTC RTP 2045 vision goals to improve the regional economy, to enhance the regional environment, and to improve the regional quality of life. Specifically, this project is included on the NYMTC RTP 2045 Vision List (NYCMB2564V) Expansion of Truck Route Network and supports the policies and programs listed in the NYMTC Regional Freight Plan, including the goal to improve transportation access through improved regional truck navigation (No. 180). This project will also support the implementation of a key initiative of NYC DOT Smart Truck Management Plan, update to the truck route network and map. This plan, due to be released in Fall 2019, will outline policies, programs, and strategies to improve truck freight movement into, within, and through New York City. An important part of this freight plan is to measure performance of these recommendations and ensure that the agency continues to update its outreach materials to communicate to the trucking industry.

Start Date: 2018Q1	End Date: 2020Q2
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Project Tasks:

1. Procure consultant services for truck route map update
2. Develop and summarize proposed truck route changes
3. Update truck route network and route map
4. Develop draft final report

Project Deliverables:

1. Technical Memorandum Summary of Proposed Truck Route Changes (2018Q3)
2. Truck Map (2019Q4)
3. Draft Final Report (2020Q2)

Project Costs:	\$50,084
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$50,084
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$47,000
Contract to assist with the Truck Map update.	

G09: Building Profile and Loading Dock Utilization Study

Project Description:

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

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

Start Date: 2020Q1

End Date: 2021Q3

Project Tasks:

1. Develop scope and stakeholder engagement plan
2. Develop data collection plan and analysis methodology
3. Data Collection & Reduction;
4. Building Profile & Loading Dock Taxonomy Summaries
5. Recommendations: Improving freight efficiencies of buildings

Project Deliverables:

1. Data Collection Plan (2020Q2)
2. Freight Building Profiles & Loading Dock Usage Summaries (2021Q2)
3. Draft Final Report (2021Q3)

Project Costs:	\$126,539
New FHWA / FTA Fund:	\$126,539
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	N/A

G10: Cargo Bicycle Operations Study

Project Description:

NYC DOT is currently working with parcel companies on a pilot program to introduce pedal-assist cargo bicycles into NYC for use in last-mile package delivery. The goal of providing an operating framework for cargo bikes is to broaden options for sustainable and efficient modes of parcel and goods delivery, and to encourage the use of low- or no-emission vehicles for last-mile freight delivery. The parcel industry sees cargo bicycles as an opportunity to test consolidation and smaller-scale deliveries in constrained urban spaces, all while avoiding tickets and reducing negative street impacts. It is estimated that two bicycles can replace one delivery truck with CO2 savings of approx. 16 tons/year, equivalent to 240 planted trees, or 35,489 passenger car miles traveled. This study supports policies and programs in NYMTCs Regional Freight Plan, including the goal to evaluate the feasibility of cargo bicycle services to perform last-mile delivery (No. 181).

In evaluating this pilot program, NYC DOT will use GPS data collected from companies to better understand the movement of cargo bikes and craft policy around their operations. DOT will also discuss pilot outcomes with shippers, receivers, and other NYC agencies affected by the introduction of cargo bicycles. Additional count data will help determine if cargo bikes are resulting in fleet size and VMT reductions, thereby reducing their greenhouse gas emissions associated with some deliveries in Manhattan. Based on the findings of the pilot, DOT will release an evaluation report, which will guide the subsequent structure of cargo bicycle operations.

Start Date: 2020Q1

End Date: 2021Q3

Project Tasks:

1. GPS & Count Data Analysis & Summary
2. Interviews & Outreach with Shippers & Receivers
3. Inter-agency Operations & Enforcement Meetings
4. Legal Research & Writing

Project Deliverables:

1. Operations Evaluation Matrix (2020Q2)
2. Inter-agency Findings & Outreach Memo (2021Q1)
3. Draft Final Evaluation Report (2021Q3)

Project Costs:	\$159,604
New FHWA / FTA Fund:	\$159,604
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$30,000
Cargo bike and truck count data collection.	

G11: Coney Island Alternative Access- Congestion Study

Project Description:

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

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

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

Start Date: 2019Q1	End Date: 2021Q3
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Project Tasks:

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

Project Deliverables:

1. Detailed scope of work (2019Q1)
2. Data Collection Plan (2019Q4)
3. Analysis of Existing Conditions (2020Q4)
4. Draft Final Report (2021Q3)

Project Costs:	\$279,203
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$279,203
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G12: Morris Park East Bronx Transportation Study

Project Description:

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

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

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

Start Date: 2019Q1	End Date: 2021Q3
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Project Tasks:

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

Project Deliverables:

1. Draft scope of work (2019Q1)
2. Data Collection Plan (2019Q2)
3. Analysis of Existing Conditions (2020Q2)
4. Draft Final Report (2021Q3)

Project Costs:	\$196,478
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$196,478
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	N/A

G13: Eastern Queens Greenway Plan

Project Description:

The Eastern Queens Greenway was identified as a potential bicycle corridor in the original Greenway Master Plan for NYC (1993), and has been additionally identified as a priority for protected bike lanes in the Green Wave: A Plan for Cycling in NYC (2019). When complete, the Eastern Queens Greenway be an approximately 5-mile pedestrian and bicycle path connecting the largest parks in Queens, Flushing Meadows Corona Park and Alley Pond Park. The Greenway will consist of on-street bicycle paths as well as shared-use paths through the "Emerald Necklace" of Kissena Park, Kissena Corridor Park, Cunningham Park, and the Vanderbilt Motor Parkway.

This study will identify the preferred route, project segments, and conceptual level designs to complete the Greenway. The study will consist of data collection, community outreach, planning, and conceptual-level design in support of the plan. The final outcome will be a report used to develop capital projects, seek implementation funding, and guide short-term roadway improvement projects to complete the Greenway.

Start Date: 2020Q1	End Date: 2021Q3
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Project Tasks:

1. Community Outreach
2. Data Collection & Analysis
3. Conceptual Level Design & Route Selection
4. Preparation of Graphics and Maps
5. Report Writing

Project Deliverables:

1. Community Workshop Summary (2020Q2)
2. Draft Plan (2021Q3)

Project Costs:	\$203,078
New FHWA / FTA Fund:	\$203,078
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$25,000
Consultant will collect bicycle and traffic counts	

G14: Truck Route Network Expansion Effects & Communication Tools

Project Description:

NYC DOT will expand the NYC truck route network for 2019-2020 as part of an early action of the Smart Truck Management Plan. The truck network has remained largely unchanged for decades. The previously funded NYC Freight Routes Improvement UPWP project focused on identifying the new routes and updating the public map. This project will determine the effect of the new truck routes changes on truck volume patterns, commercial GPS systems, and truck driver awareness. It supports policies and programs in NYMTCs Regional Freight Plan, including the goal to improve transportation access through improved regional truck navigation (No. 180), and the goal to improve regional commercial vehicle compliance through education and enforcement strategies, including the deployment of screening technology (No. 185).

Though DOT may have the network efficiency perspective in mind when aiming to add a truck route, communities often resist these changes, and data is needed to quantify the impact of truck route designation to support the agency's decision-making. With the truck route network changing, DOT can explore the average percentage increase in truck volume the community should expect when a truck route is added, how truck drivers first become aware of these truck route changes, and how commercial GPS companies incorporate these changes into their mapping systems. The goal of the project is to collect data on truck volumes, survey truck drivers, and provide open data and web mapping tools to help commercial GPS companies provide the most up-to-date and accurate information available to truck drivers and communities.

Start Date: 2020Q1

End Date: 2021Q4

Project Tasks:

1. Count Data Collection;
2. Informational Interviews & GPS Company Outreach;
3. Count Data Analysis & Summary;
4. Best Practices Research & Report Writing;
5. Web Mapping & Website Editing

Project Deliverables:

1. Web Map & Demo Routing Tool (2020Q4);
2. Before & After Truck Count Summary Sheet (2021Q3);
3. Truck Route Designation & Communication Draft Final Report (2021Q4).

Project Costs:	\$295,204
New FHWA / FTA Fund:	\$295,204
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$165,600
Collect traffic movement counts.	

Putnam County

G01: Southeast, New York to Danbury, Connecticut Link Feasibility and Planning Study

Project Description:

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

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

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

The purpose of the study is to determine whether it is financially and operationally feasible to restore passenger service in the rail corridor generally between Danbury, CT and Southeast, NY where it connects to the MTA MNR Harlem Line. The study area, which will be fully defined during the study, will be focused on Greater Danbury, CT, including all surrounding towns and continuing west to the Town of Southeast in Putnam County, NY. The study will develop a conceptual service plan for restoration of service in the rail corridor under study and will forecast travel markets for a restored service in the rail corridor.

Start Date: 2019Q3

End Date: 2021Q4

Project Tasks

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

Project Deliverables:

1. Preliminary draft, final draft and final technical memo describing a socio-economic profile of the study area for use in developing the draft Outreach Program
2. Preliminary draft, final draft and final technical memo describing the adopted Outreach Program
3. Preliminary draft, final draft and final geo-spatial visualization of current land use, transportation facilities & services and environmentally sensitive areas
4. Preliminary draft, final draft and final of a technical memorandum presenting existing right-of-way conditions for service restoration as determined in consultation with MTA MNR
5. Preliminary draft, final draft and final technical memo describing the conceptual service plan(s)
6. Preliminary draft, final draft and final of a market research approach to forecasting usage of restored train service in the rail corridor
7. Preliminary draft, final draft and final geo-spatial visualizations of current travel markets impacting the study area and forecasted travel markets for restored train service in the rail corridor
8. Preliminary draft, final draft and final technical memorandum providing supporting information to the geospatial visualizations and providing a full description of current and forecasted travel markets
9. Preliminary draft, final draft and final of a technical memorandum describing the preliminary cost-effectiveness and impact on travel markets of service restoration (2021Q4)

Project Costs:	\$1,000,000
New FHWA / FTA Fund:	\$0
Previously Programmed Funds:	\$1,000,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$800,000
Consultant will support development of most parts of this study.	

Rockland County

G01: Clarkstown Safety and Sustainability Study for Route 303 & Route 304

Project Description:

There have been a concerning number of vehicular and pedestrian accidents, some fatal, along New York State Routes 303 and 304 within Clarkstown. Both roadways continue to experience development and re-development, an increasing amount of heavy truck traffic and an increased demand for both transit services and bike and pedestrian infrastructure. A comprehensive analysis of both safety and land use will be conducted throughout both roadway corridors. A Safety and Sustainability Study along these state roadways through the Town of Clarkstown. Existing traffic safety studies and data would be analyzed to develop a baseline view of existing conditions along these roadways.

Through public outreach and workshops focal points isolating problem-areas along Route 303 and 304 would be identified and specific solutions proposed for these areas. Computer simulation modeling of proposed solutions to issues along these roadways would be utilized to better visualize the benefits of such proposals. Existing development trends along Routes 303 and 304 would be examined, and options for improvements along these roadways would also include suggested for land-use (zoning) alterations.

The study of the two corridors would be conducted sequentially.

These two corridors are found in the RTP under the CDEAs:

- Route 303: From Town line to Route 9W (six-miles)
- Route 304: From Route 59 to Route 9W (seven-miles).

Start Date: 2020Q1	End Date: 2022Q4
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Project Tasks:

1. Create TAC and develop public outreach program.
2. Compile existing travel purpose (including truck volumes), traffic condition, traffic and pedestrian safety and transit usage data (i.e., ridership and any available origin-destination and/or on-vehicle ride check data) and other related data such as NYSDOT traffic counts, traffic studies completed as part of requirements for recent and currently proposed developments in the area, and accident/collision data for the study area in a visual format and in a technical memorandum
3. Review and consider previously completed State Route 303 and Route 304 studies.
4. Develop computer simulations of certain intersections based on the data collected

Project Deliverables:

1. Description of requirements and operating procedures
2. Preliminary Outreach Program parameters
3. Preliminary and final drafts, and final socio-economic profile of the study area
4. Preliminary and final drafts, and final Outreach Program document
5. Key study and safety parameters
6. Preliminary and final drafts, computer simulation and visualization
7. Preliminary and final drafts, and final study area condition technical memo
8. Preliminary and final drafts, and final community visioning workshop approach & workshop itinerary
9. Preliminary and final drafts, and final visualized profile(s) for the workshops
10. Preliminary and final drafts, Preliminary and final drafts, and final recommended alternative development and transportation improvement scenarios
11. Related data bases
12. Final study report (2022Q4)

Project Costs:	\$803,607
New FHWA / FTA Fund:	\$803,607
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$800,000
Consultant will support certain study elements.	

Westchester County

G01: County Mobility and Redesign Study

Project Description:

Given the nationwide trends of declining bus ridership, technological advances, and a greater range of available mobility options, the County is embarking upon an overall assessment of its current transit system and a bus network re-design to better meet the emerging mobility needs of the region. The bus system has not been holistically assessed since its inception and improvements have mostly been incremental.

This study aims to use a 'blank slate' approach to re-imagine transit service by objectively analyzing existing transit conditions, determining market needs and developing the appropriate mobility options that most efficiently match resources to needs.

Start Date: 2019Q1	End Date: 2020Q4
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Project Tasks:

1. RFP to solicit consultant
2. Tech Memo 1- review literature and existing conditions
3. Tech Memo 2- identify alternatives, comparison and recommendations
4. Final Report

Project Deliverables:

1. Literature and case study review of other similar re-envisioning models (completed 2019/20 program year)
2. Identification of existing issues and gaps in service
3. Identify alternative models and compare cost-benefits of each
4. Recommend redesign of system
5. Prepare Final Report (2020Q4)

Project Costs:	\$500,622
New FHWA / FTA Fund:	\$180,622
Previously Programmed Funds:	\$320,000
Reason for Unspent Funds:	Multi-year study
Related Professional Services Contracts:	\$320,000
Consultant will support certain study elements.	

G02: Grasslands Transportation Demand Management Plan

Project Description:

This project will develop a Transportation Demand Management (TDM) Plan for the Valhalla Campus at Grasslands. The Campus is a 512-acre multi-use County owned property in mid-Westchester County, 25 miles north of New York City, that contains the New York Medical College, the Westchester Medical Center Hospital, Westchester Corrections Facilities, as well as other ancillary County facilities and services.

This TDM Plan will not only serve the needs of the various tenants at this campus but will be a model for other government, college, and office campus settings throughout Westchester County and the region.

Start Date: 2020Q1	End Date: 2021Q2
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Project Tasks:

1. Literature and case study review of other multi-tenant campus transportation management plans
2. Develop RFP to solicit a consultant
3. Identify of existing mobility issues
4. Stakeholder Engagement and website
5. Identify alternatives to SOV commuting and recommend TDM Plan including long-term management solutions and implementation strategies
6. Prepare Final TDM Plan

Project Deliverables:

1. Tech Memo 1- review literature and existing conditions
2. RFP to solicit consultant
3. Tech Memo 2- identify alternatives, compare scenarios, and develop recommendations
4. Final Transportation Management Plan Report (2021Q2)
5. Transportation Management website with annual employer goals and annual attainment of modal split (2021Q2)

Project Costs:	\$139,370
New FHWA / FTA Fund:	\$139,370
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$100,000
Consultant will develop TDM plan and outreach strategy.	

G03: Parking Management and Complete Streets Workshops

Project Description:

The County will hire a consultant to perform two Parking Management workshops and two Complete Streets Workshops for a total of four different municipalities. The Parking Management workshops aim to engage community representatives to develop necessary parking strategies and policies that make more efficient use of parking resources, address existing deficiencies and promote economic growth while considering all street users.

The Complete Streets workshops aim to provide communities with the tools needed to develop pedestrian and bike friendly improvements that promote connectivity and safety for all street users.

Start Date: 2020Q1	End Date: 2021Q2
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Project Tasks:

Parking Management workshops tasks:

1. Develop an RFP to solicit a consultant
2. Conduct an on-site pre-meeting and site visit with consultant and community representatives/stakeholders to identify key parking issues
3. Hold workshop engaging the public to identify parking management strategies that are appropriate for the community and address their specific needs
4. Prepare Final Report

Complete Streets workshop tasks:

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

Project Deliverables:

For each type of workshop:

1. RFP to solicit consultant
2. Workshop materials
3. Final Report (2021Q2)

Project Costs:	\$112,318
New FHWA / FTA Fund:	\$112,318
Previously Programmed Funds:	\$0
Reason for Unspent Funds:	N/A
Related Professional Services Contracts:	\$70,000
Consultant will conduct workshops.	

Related Planning Activities Funded Through Other Sources

Sponsor Agency: Metropolitan Transportation Authority

Utica Avenue Corridor Study

The goal of the Utica Avenue Corridor study is to identify improvements to transit services that will reduce commute times for people living in the Utica Ave corridor. The study will produce a ranked list of long-range projects that could improve mobility of customers traveling to and from the Utica Avenue corridor in the year 2035. The study will assess capacity/demand in the corridor to model transit improvements and evaluate these improvements both on the existing Eastern Parkway subway line and along Utica Avenue. The Utica study will also assess methods other than transit that could improve mobility, such as a rezoning that could impact the surrounding land use.

Project Start:	January 2019
Estimated Project Completion Date:	June 2020
Project Cost:	\$4,000,000
Primary Fund Source	NYC

Staten Island North Shore Transit Improvements

The MTA is evaluating a conversion of a 5-mile long abandoned rail line along the North Shore of Staten Island into an exclusive busway with dedicated passenger stations and entry-exit points. An Environmental Impact Statement (EIS) is underway to understand the benefits and impacts. The project would include new busway stations and incorporate resiliency elements given its shoreline location. A new busway would potentially cut travel time from West Shore Plaza to St. George by nearly two-thirds and reduce travel times through the North Shore Corridor from other parts of the borough.

Project Start:	September 2018
Estimated Project Completion Date:	August 2020
Project Cost:	\$5,000,000
Primary Fund Source	MTA

Sponsor Agency: Nassau County

Nassau Hub Transit Initiative - Additional AA Planning

Nassau County completed an Alternatives Analysis (AA) in 2014 that identified a Locally Preferred Alternative (LPA) for a transit alignment using Modern Streetcar in mid-Nassau connecting the Villages of Hempstead and Mineola via Roosevelt Field to help address transportation problems in the area known as the Nassau Hub. This process also identified an Initial Operating Segment (IOS) using a bus rapid transit (BRT) service to connect the Village of Hempstead with Roosevelt Field as the first phase.

Beginning in 2018, Nassau County began to reexamine the LPA and IOS in light of two important changes since the original AA was completed: the County is revisiting development options for the Nassau Coliseum property, and the LIRR is rapidly advancing its Main Line Expansion project. As such, Nassau County, with FTA's approval, will be conducting post-AA planning to factor these two elements into an updated LPA and IOS. Efforts will primarily focus on advancing the IOS, while defining a new LPA that connects the Hub Innovation District to the LIRR's main Line.

Project Start:	August 2019
Estimated Project Completion Date:	December 2020
Project Cost:	\$650,000
Primary Fund Source	FTA Grants /Nassau County

Sponsor Agency: New York City Department of Transportation

Coordinated Intelligent Transportation Systems Deployment in New York City

The purpose of this 3-year University Transportation Research Center (UTRC) study is to provide ongoing research and development programs pertaining to urban Intelligent Transportation Systems (ITS) deployment. It is a collaborative effort between UTRC, NYSDOT, NYC DOT, and several universities. The study focuses on the following program areas: Construction Work-zone Management, Traffic Demand Management, Dynamic Data Collection, Traffic Incident Management, Traffic Signal Timing and Detection Technologies, Strategic ITS Deployment Plan, Pedestrians and Cyclists Safety, Data Storage and Access Platform for MTA BusTime Data and Transportation Modeling. Many of the specific topics researched under these tasks address the goals and initiatives set forth in the Mayor's Vision Zero Plan.

Project Start:	April 2015
Estimated Project Completion Date:	December 2020
Project Cost:	\$1,500,000
Primary Fund Source	STBGP LG Urban

Regional Rail for NYC Study

The New York City area commuter rail network does not currently offer frequent or affordable travel options for New York City residents. This study is exploring approaches to provide better City service through existing infrastructure and the implications of those approaches on the wider transportation network.

Project Start:	January 2018
Estimated Project Completion Date:	June 2020
Project Cost:	\$770,000
Primary Fund Source	Local

Brooklyn-Queens Connector (BQX) Study

The Brooklyn-Queens Connector (BQX) is a concept to introduce high-quality modern streetcar service along 11 miles of the Brooklyn-Queens waterfront from Red Hook to Astoria. This proposal, which the City is currently evaluating in detail, offers an opportunity to reshape streets in these neighborhoods to better serve transit riders and pedestrians. The City is currently undertaking a City Environmental Quality Review (CEQR) EIS for the BQX

Project Start:	August 2019
Estimated Project Completion Date:	September 2021
Project Cost:	\$2,800,000
Primary Fund Source	Local

Electric Bus Conversion Infrastructure Study

The OneNYC 2050 plan and aims to achieve carbon neutrality – a 100% reduction in net greenhouse gas emissions over the next 30 years. As outlined in the Efficient Mobility chapter, the plan seeks to develop a citywide network of electric vehicle charging infrastructure. It also outlines efforts to improve mass transit access, ridership and infrastructure – as well as endorses NYCT’s Fast Forward plan to modernize the city’s transit system.

In addition to many system modernization goals, Fast Forward includes NYCT’s commitment to fully electrify its bus fleet by 2040. Providers of bus service in New York City transit – in particular NYCT – have the ability transform the transit vehicle industry through experimentation and large scale adoption of electric buses. This study will evaluate options for the supporting infrastructure for electric bus conversion and what that means for the city’s built environment, including effects on the power grid, bus depots and existing bus operations.

Project Start:	October 2019
Estimated Project Completion Date:	October 2020
Project Cost:	\$300,000
Primary Fund Source	Local

Citywide Bus Stop Accessibility Survey

The NYC DOT will evaluate all of the approximately 13,000 bus stops in New York City for their compliance with Americans with Disabilities Act (ADA) guidelines with regard to physical accessibility. The consultant will work in coordination with NYC DOT on the development of an accessibility standard relevant to New York City conditions, create an analysis strategy that relies predominantly on GIS and other computer-based analysis tools to determine which bus stops are and are not physically accessible, and conduct quality assurance/ quality control and field verification of selected bus stops.

The purpose of this effort will be to develop an implementation queue for bus stops not currently accessible to be built out with accessible features.

Project Start:	May 2019
Estimated Project Completion Date:	May 2020
Project Cost:	\$250,000
Primary Fund Source	Local

Development & Demonstration of a Web-based Application to Visualize & Query Taxi Global Positioning System (GPS) Trips

The goal of this project will be to create a web-based mapping and querying application that allows the visualization and analysis of Taxi GPS fare trip data (Taxicab Passenger Enhancement Project, TPEP) to best meet the needs of NYMTC and NYC DOT needs, and scale the demonstration application into a system to display and analyze real-time probe Bus Time data publicly available, combined with other real-time datasets such as link speeds from TRANSCOM and current weather. Core work tasks include:

1. Proof of Concept for a planning tool/application for City and regional planning agencies: the proof of concept, or demonstration, phase is necessary to further develop the methods used to rapidly process the vast amount of data that will be part of this project and to quickly develop an application that planning agencies can access; and
2. Development of the Application: Online mapping tool for historic TPEP taxi trip data (years 2010–present) and other datasets.

Once combined, analytics will be developed to identify interactions and relationships between the datasets.

To the extent that it benefits the application, expand on the work by NYC DOT staff by deploying the application in a production environment on a local computer cluster, which is in development at NYC DOT IT, for rapid processing of large GPS probe datasets for path inference, spatial/temporal data clustering and forecasting of congested conditions based on historical trends.

Project Start:	January 2016
Estimated Project Completion Date:	June 2020
Project Cost:	\$770,000
Primary Fund Source	Local, STP

Sponsor Agency: Westchester County

Creating a Database of Development Projects in Westchester

This project consists of creating a database of development projects in Westchester County. Westchester County DOT staff will track development projects and create a database of information that will be used to determine the transportation impacts of the projects. This is annual ongoing program.

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$50,000
Primary Fund Source	5307

Westchester County SMART Commute Program

This program consists of Westchester County DOT's outreach to the employer community to encourage transit use, ridesharing and other transportation demand management measures. Employer visits, transportation fairs and assistance with developing alternative travel plans for employees are included in this effort. This is annual ongoing program.

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$700,000
Primary Fund Source	CMAQ

Section 5307 Planning Studies

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

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$250,000;
Primary Fund Source	5307

Preparation of Bid Document for 40 Foot Vehicle Purchases

This project will consist of the development of a bid document to procure 40-foot buses. A consultant will be solicited through a competitive process to develop the bid. The project will also include monitoring of the production of the buses.

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$225,000
Primary Fund Source	5307

Preparation of Bid document for Bus Purchase

This project will consist of the development of a bid document to procure articulated buses. A consultant will be solicited through a competitive process to develop the bid.

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	TBD
Primary Fund Source	5307

Sponsor Agency: New York State Department of Transportation

I-684 & I-84 Transportation Corridor Study

The I-684 & I-84 Transportation Corridor Study is being developed by the New York State Department of Transportation (NYSDOT) in partnership with a steering committee which is comprised of state, county and local officials with expertise in the areas of transportation. The study area extends along I-684 for 12 miles from the Town of Bedford in Westchester County north to the Town of Southeast in Putnam County and along I-84 for 3 miles from the I-684 interchange east to the New York and Connecticut state line. The study team is examining how the corridors function today and is working to identify strategies to improve overall operations and safety. The intent of the study is to identify feasible transportation strategies to help guide future infrastructure investments.

Project Start:	July 2019
Estimated Project Completion Date:	August 2020
Primary Fund Source	State

Sponsor Agency: Port Authority of New York and New Jersey

Port Authority Bus Terminal Replacement Program

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

In March 2015, staff presented the agency's Board of Commissioners with findings that included the recommendation to replace the outmoded existing terminal, and a range of project concepts. In October 2015, the Board authorized a "Design and Deliverability" competition soliciting conceptual designs for a new facility to inform its deliberations. The Board also initiated a Trans-Hudson Commuting Capacity Study to examine factors likely to affect long-term demand on the interstate bus network as well as multi-modal approaches for addressing the region's trans-Hudson commutation needs. Findings and recommendations of both efforts were presented to the PANYNJ Commissioners in late 2016.

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

In May 2019, the agency released a Planning-Level Draft Scoping Document, starting a 120-day public comment period that included public meetings in New York City and New Jersey on July 10, 2019 and September 5, 2019. Written comments were received until September 18, 2019. The Planning-Level Draft Scoping Document was prepared by PANYNJ to provide a description of the Bus Terminal Replacement Project's purpose and need, goals and objectives, an initial alternatives screening assessment, and an overview of the formal environmental review process. A Scoping Summary Report summarizing the planning-level scoping process is expected to be issued in 2020.

Project Start:	April 2017
Estimated Project Completion Date:	June 2022
Project Cost:	TBD
Primary Fund Source	PANYNJ

Planning Study Port Authority Trans-Hudson (PATH) Extension to Newark Liberty International Airport/ Northeast Corridor (NEC) Rail Link Station

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

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

Project Start:	April 2017
Estimated Project Completion Date:	January 2021
Project Cost:	TBD
Primary Fund Source	PANYNJ

LaGuardia AirTrain Planning Study

To address the need for convenient, predictable, and reliable access to LaGuardia Airport (LGA), a new automated people mover (APM) system between LGA and Willets Point has been proposed by the PANYNJ and is currently under environmental review by the Federal Aviation Administration (FAA). The PANYNJ's proposed project is for an elevated AirTrain to operate between LGA and a transfer station at Willets Point. The proposed AirTrain system would include two on-airport stations and a terminus station at Willets Point providing connections to the Mets-Willets Point stations of the Long Island Rail Road (LIRR) Port Washington Branch and the New York City Transit (NYCT) Flushing No. 7 subway line. The proposed AirTrain would also provide connections to employee parking at Willets Point adjacent to the transfer station. In addition to providing a connection to the LIRR and NYCT stations at the Willets Point terminus station, the proposed AirTrain would serve as an on-airport transit system that would facilitate transfers between airline terminals and provide connections to parking facilities.

In February 2017, the PANYNJ Board of Commissioners included funding for this project in its ten-year capital plan subject to completion of external reviews and approvals and project authorization by the PANYNJ Board. In September 2019, the PANYNJ Board of Commissioners approved a reassessment of the 10-Year Capital Plan, which included additional funding for AirTrain LGA, for a total estimated cost of \$2.05 billion. In October 2019, the AirTrain LGA program authorization was adopted by the Port Authority Board of Commissioners. Implementation of the AirTrain LGA program is subject to the FAA completion of an EIS in accordance with the National Environmental Policy Act (NEPA) and the issuance of a Record of Decision (ROD). Additionally, future PANYNJ Board of Commissioners authorization is required prior to the award of a design, build, operate and maintain (DBOM) contract.

Project Start:	April 2017
Estimated Project Completion Date:	December 2024
Project Cost:	\$2.05 billion
Primary Fund Source	PANYNJ

Trans-Hudson Rapid Transit Study

The Port Authority of New York and New Jersey (PANYNJ) will sponsor this planning study to evaluate potential options for future rapid-transit trans-Hudson service to supplement the existing trans-Hudson transit network. Given forecasts for continued population and employment growth in New Jersey, Rockland and Orange counties, and New York City, the demand for trans-Hudson commutation will continue to grow, surpassing the existing capacity of the current trans-Hudson transit options via Penn Station New York, PATH and the PA Bus Terminal. This is likely to require continued significant investment in transit options to support regional mobility beyond programmed and proposed improvements.

The responsible transportation agencies are addressing this challenge in part with the proposed Hudson Tunnel Project and anticipated planning for increased peak-period passenger rail service at the Penn Station New York complex. PANYNJ is undertaking formal planning and environmental review for a replacement to the Midtown Bus Terminal, as well as ongoing investments to expand peak-period PATH system capacity. Even assuming progress on all three fronts, long-range demand forecasts suggest uncertainty about whether the overall trans-Hudson network beyond 2040 will have sufficient capacity and redundancy to assure adequate transit access to the Manhattan Central Business District (CBD).

This study is intended to augment the region's current and programmed long-term planning program by examining multiple potential options including possible extensions of the existing transit networks of NJ Transit, the PANYNJ, and the MTA, as well as independent lines, and will remain neutral with regards to the presumed ownership for future capital implementation or operation of projects. It will provide an initial evaluation of multiple potential options that should be considered for future advancement and funding as part of the region's long-term strategies for transit capacity expansion.

By evaluating the feasibility of multiple potential options, the transportation and planning agencies of the region will gain a clearer picture of the relative value of various future capacity solutions to address long term growth in trans-Hudson transit demand, as well as the challenges to their implementation. The PANYNJ is the study sponsor. It will manage the research in collaboration with the MTA, NJT, and the City of New York to inform long-range planning for regional transportation improvements, supporting the regional transportation planning programs of NJTPA and NYMTC.

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

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

The PANYNJ and the FHWA are undertaking a Tier II EIS for the Cross-Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions. The CHFP would provide long-term improvements to the regional freight network, strategic redundancy for goods movement, reduce the growth of truck vehicle-miles traveled, improve air quality, and contribute to regional economic growth. The EIS is being prepared in accordance with applicable State and local review procedures, and the National Environmental Policy Act (NEPA) and its implementing regulations using “tiering,” or a staged environmental review process. The Tier I CHFP EIS, prepared to inform high-level decision-making prior to investing in detailed design and engineering of specific projects, broadly evaluated a list of 27 viable Build Alternatives and their potential to divert cross-harbor freight shipments from trucks to rail and other alternatives. The Tier I EIS concluded with the publication of the Record of Decision (ROD) in January 2016, which identified two Preferred Alternatives – the Enhanced Railcar Float Alternative and the Rail Tunnel Alternative. The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. PANYNJ is committed to an extensive public outreach process and there will be multiple opportunities for interagency and public review and comment as the study advances. SCHEDULE: In February 2018, PANYNJ announced it had awarded an agreement to a consultant to initiate the Tier II study. PANYNJ and FHWA anticipate publishing the Notice of Intent (NOI) for the Tier II EIS in the Federal Register in the second quarter of 2020. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

Project Start:	February 2018
Estimated Project Completion Date:	June 2022
Project Cost:	TBD
Primary Fund Source	PANYNJ

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

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
NYMTC	Regions 8, 10 and 11			
C-19-52	Continuous Count Traffic Count Program, Zone 3	December 2025	\$5,500,000	The goal of this project is to conduct the continuous count traffic count program in Zone 3 (Metro New York City / Long Island) over a five-year term with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
All MPOs				
C-10-54	National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS	September 2023	\$6,500,000	The goal of this project is to provide research and analysis of national data sets to highlight New York State data.
C-13-57	Highway Oversize/Overweight Credentialing System (HOOCS)	September 2021	\$5,000,000	The goal is to implement a Commercial Off-the-Shelf (COTS) HOOCS software solution and obtain the accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements.
C-14-53	Program & Project Management Software and Training	June 2020	\$2,295,397	The goal of this project is to provide support services for the ongoing configuration and implementation of a Department-wide enhanced and improved enterprise level program and project management system to facilitate improvements to the capital program delivery.

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
C-14-61	Technical Support for Use of National Performance Management Research Data (NPMRDS)	September 2021	\$1,654,357	The goal of this project is to develop and make accessible to NYSDOT and partner planning agencies a hosted National Performance Management Research Data Set (NPMRDS) geo-database and analytic framework for performance analysis and visualization of congestion, mobility and reliability.
C-19-51	Short Count Traffic Count Program (2015-2019) / (2020-2024)	December 2024	\$33,309,707	The project goal is to provide for the collection of traffic data in NYSDOT Regions 1 through 11 (divided into Zones). This will be achieved by contracting for the collection of that data.
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2020	\$3,725,000	This project will progress and support specific task-order based assignments related to planning, policy, technical assistance, and research needs that may be inter-regional, or statewide in scope and aim to reduce congestion, energy consumption, greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures, and promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	November 2020	\$2,300,000	The goal of this project is to replace the existing 25+ year old mainframe with a new modern server-based IT system.
C-16-51	Continuous Count Traffic Count Program Zone 1	June 2021	\$2,525,000	This initiative is the Continuous Count Traffic Count Program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
C-16-52	Continuous Count Traffic Count Program Zone 2	June 2021	\$2,225,000	This initiative is the Continuous Count Traffic Count Program for Zone 2 with full performance-based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2021	\$200,000	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs); and the on-going coordination of metropolitan and statewide planning programs.

SPR#	Project Title	Projected End Date	SPR Funding	Short Description
C-18-51	Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs	May 2020	\$2,000,000	The goal of this project is to determine sign changes required to meet 2009 Manual of Uniform Traffic Control Devices (MUTCD) requirements. The objective is to hire a consultant to collect information required to inform the design and construction steps necessary to bring horizontal curve warning signs into compliance with the 2009 MUTCD. These sign changes are expected to reduce accidents within horizontal curves on the New York State (NYS) highway system.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks. This data will be utilized by the Department and its fourteen-partner Metropolitan Planning Organizations (MPOs). Currently, the Federal Highway Administration provides (no fee) floating car probe data collected by INRIX as a single, consistent source of data for all states to utilize.
C-18-54	Statewide Small Culvert Inventory & Inspection System Improvements	December 2022	\$4,000,000	The goal of this project is to expand the number of small culverts contained within the Department's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory and inspection of small culverts. The consultant will go into the field to locate small culverts and collect data related to physical attributes and inventory and inspection information.
C-18-55	New York State Transportation Master Plan	September 2022	\$2,000,000	The goal of this project is to produce an updated, statewide long-range transportation plan to coordinate federal and state transportation planning activities.
C-18-57	BrM Implementation and Operations Support for Tunnel Inspections	September 2021	\$50,000	The goal of this project is to customize and implement Bridge Management software (BrM) for tunnel inspections and to support other bridge management functions.

NYSAMPO Shared Cost Initiatives

NYSAMPO Staff Support

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

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$250,000
Primary Fund Source	FHWA – PL; SPR

AMPO Dues

These dues support the AMPO and their efforts to keep MPOs aware of and considered in national transportation policy.

Project Start:	April 2020
Estimated Project Completion Date:	March 2021
Project Cost:	\$41,292
Primary Fund Source	FHWA - PL

NYSAMPO Staff Training

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

Project Start:	April 2020
Estimated Project Completion Date:	2021
Project Cost:	\$118,667
Primary Fund Source	FHWA – PL; FTA MPP; IKS

Budget Summaries

Council Budget

	2020-2021	2020-2021		NEW FHWA PL/	PROGRAMMED	
<u>USE OF FUNDS:</u>	<u>FTA MPP</u>	<u>FHWA PL</u>	<u>New Match *</u>	<u>FTA MPP</u>	<u>IN PRIOR YEARS</u>	<u>Total</u>
Staff:						
Central/TCC Staff	\$2,820,149	\$9,680,063	\$705,037	\$13,205,249	\$0	\$13,205,249
Central/TCC Staff Consultants	\$0	\$0	\$0	\$0	\$15,168,000	\$15,168,000
Subtotal Central Staff, TCCs, Match	\$2,820,149	\$9,680,063	\$705,037	\$13,205,249	\$15,168,000	\$28,373,249
Members:						
MTA	\$2,242,034	\$0	\$560,509	\$2,802,543	\$2,407,460	\$5,210,003
Nassau County	\$85,466	\$335,057	\$105,131	\$525,654	\$2,849,762	\$3,375,416
NYC Dept. City Planning	\$290,627	\$1,019,338	\$327,491	\$1,637,457	\$721,958	\$2,359,415
NYC Dept.of Transportation	\$482,123	\$1,876,922	\$589,761	\$2,948,807	\$1,624,595	\$4,573,402
Putnam County	\$40,981	\$301,479	\$85,615	\$428,076	\$1,000,000	\$1,428,076
Rockland County	\$216,062	\$745,914	\$240,494	\$1,202,469	\$0	\$1,202,469
Suffolk County	\$17,517	\$60,473	\$19,497	\$97,487	\$149,999	\$247,486
Westchester County	\$192,869	\$665,845	\$214,679	\$1,073,393	\$470,000	\$1,543,393
Subtotal Members	\$3,567,680	\$5,005,029	\$2,143,177	\$10,715,886	\$9,223,774	\$19,939,660
TOTAL	\$6,387,830	\$14,685,091	\$2,848,215	\$23,921,135	\$24,391,774	\$48,312,909
<u>SOURCE OF FUNDS:</u>						
FTA MPP, NY-80-0030; FHWA 2020-2021 PL(ESTIMATED)	\$6,387,830	\$14,685,091	\$2,848,215	\$23,921,136	\$0	\$23,921,136
Prior Year FHWA PL, FTA MPP		.		\$0	\$24,391,774	\$24,391,774
TOTAL	\$6,387,830	\$14,685,091	\$2,848,215	\$23,921,136	\$24,391,774	\$48,312,910

FTA/FHWA split = 22.2% FTA and 77.8% FHWA, except for Central/TCC Staff consultant studies which are funded by FHWA and matched by toll credits;

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

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

Agency Summary

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
CENTRAL STAFF								
Regional Planning	PTCS20D00.A	\$1,129,598	\$0	\$1,129,598	\$1,150,000	\$2,279,598	\$1,150,000	\$1,129,598
Programming and Analysis	PTCS20D00.B	\$1,369,672	\$106,000	\$1,475,672	\$850,000	\$2,325,672	\$850,000	\$1,475,672
Planning Program	PTCS20D00.C	\$1,457,632	\$130,000	\$1,587,632	\$300,000	\$1,887,632	\$300,000	\$1,587,632
Analytical Tools and Forecasting	PTCS20D00.D	\$1,350,837	\$88,000	\$1,438,837	\$5,692,000	\$7,130,837	\$5,692,000	\$1,438,837
Data Collection	PTCS20D00.E	\$1,282,581	\$163,000	\$1,445,581	\$4,531,000	\$5,976,581	\$4,531,000	\$1,445,581
MPO Operations	PTCS20D00.F	\$1,507,852	\$284,523	\$1,792,375	\$1,365,000	\$3,157,375	\$1,365,000	\$1,792,375
Strategic Performance Planning Projects	PTCS20D00.G	\$529,623	\$5,000	\$534,623	\$1,280,000	\$1,814,623	\$1,280,000	\$534,623
Total Central Staff		\$8,627,795	\$776,523	\$9,404,318	\$15,168,000	\$24,572,318	\$15,168,000	\$9,404,318
TCC STAFF								
Mid Hudson South TCC								
Regional Planning	PTMH20D00.A	\$128,061	\$0	\$128,061	\$0	\$128,061	\$0	\$128,061
Programming and Analysis	PTMH20D00.B	\$488,877	\$3,000	\$491,877	\$0	\$491,877	\$0	\$491,877
Planning Program	PTMH20D00.C	\$28,974	\$0	\$28,974	\$0	\$28,974	\$0	\$28,974
Analytical Tools and Forecasting	PTMH20D00.D	\$16,782	\$0	\$16,782	\$0	\$16,782	\$0	\$16,782
Data Collection	PTMH20D00.E	\$12,100	\$0	\$12,100	\$0	\$12,100	\$0	\$12,100
MPO Operations	PTMH20D00.F	\$110,562	\$2,000	\$112,562	\$0	\$112,562	\$0	\$112,562
Strategic Performance Planning Projects	PTMH20D00.G	\$116,583	\$5,000	\$121,583	\$0	\$121,583	\$0	\$121,583
Total Mid Hudson South TCC		\$901,939	\$10,000	\$911,939	\$0	\$911,939	\$0	\$911,939
Nassau/Suffolk TCC								
Regional Planning	PTNS20D00.A	\$246,400	\$200	\$246,600	\$0	\$246,600	\$0	\$246,600
Programming and Analysis	PTNS20D00.B	\$564,892	\$100	\$564,992	\$0	\$564,992	\$0	\$564,992
Planning Program	PTNS20D00.C	\$15,558	\$0	\$15,558	\$0	\$15,558	\$0	\$15,558
Analytical Tools and Forecasting	PTNS20D00.D	\$33,135	\$0	\$33,135	\$0	\$33,135	\$0	\$33,135
Data Collection	PTNS20D00.E	\$15,361	\$0	\$15,361	\$0	\$15,361	\$0	\$15,361
MPO Operations	PTNS20D00.F	\$66,172	\$0	\$66,172	\$0	\$66,172	\$0	\$66,172
Strategic Performance Planning Projects	PTNS20D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Nassau Suffolk TCC		\$941,518	\$300	\$941,818	\$0	\$941,818	\$0	\$941,818

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>New York City TCC</u>								
Regional Planning	PTNY20D00.A	\$387,650	\$0	\$387,650	\$0	\$387,650	\$0	\$387,650
Programming and Analysis	PTNY20D00.B	\$583,281	\$0	\$583,281	\$0	\$583,281	\$0	\$583,281
Planning Program	PTNY20D00.C	\$76,988	\$0	\$76,988	\$0	\$76,988	\$0	\$76,988
Analytical Tools and Forecasting	PTNY20D00.D	\$1,854	\$0	\$1,854	\$0	\$1,854	\$0	\$1,854
Data Collection	PTNY20D00.E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Operations	PTNY20D00.F	\$189,364	\$3,000	\$192,364	\$0	\$192,364	\$0	\$192,364
Strategic Performance Planning Projects	PTNY20D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYC TCC		\$1,239,137	\$3,000	\$1,242,137	\$0	\$1,242,137	\$0	\$1,242,137
<u>MTA</u>								
Regional Planning	PTMT20D00.A	\$36,326	\$0	\$36,326	\$0	\$36,326	\$0	\$36,326
Programming and Analysis	PTMT20D00.B	\$10,254	\$0	\$10,254	\$0	\$10,254	\$0	\$10,254
Planning Program	PTMT20D00.C	\$41,318	\$0	\$41,318	\$0	\$41,318	\$0	\$41,318
Analytical Tools and Forecasting	PTMT20D00.D	\$116,800	\$0	\$116,800	\$0	\$116,800	\$0	\$116,800
Data Collection	PTMT20D00.E	\$56,942	\$0	\$56,942	\$0	\$56,942	\$0	\$56,942
MPO Operations	PTMT20D00.F	\$26,850	\$0	\$26,850	\$0	\$26,850	\$0	\$26,850
Strategic Performance Planning Projects	PTMT20D00.G	\$20,889	\$624	\$21,513	\$4,900,000	\$4,921,513	\$2,407,460	\$2,514,053
Total MTA		\$309,379	\$624	\$310,003	\$4,900,000	\$5,210,003	\$2,407,460	\$2,802,543
<u>Nassau County</u>								
Regional Planning	PTNA20D00.A	\$140,173	\$0	\$140,173	\$0	\$140,173	\$0	\$140,173
Programming and Analysis	PTNA20D00.B	\$80,868	\$0	\$80,868	\$0	\$80,868	\$0	\$80,868
Planning Program	PTNA20D00.C	\$60,247	\$0	\$60,247	\$0	\$60,247	\$0	\$60,247
Analytical Tools and Forecasting	PTNA20D00.D	\$78,601	\$0	\$78,601	\$50,000	\$128,601	\$0	\$128,601
Data Collection	PTNA20D00.E	\$39,135	\$0	\$39,135	\$300,000	\$339,135	\$300,000	\$39,135
MPO Operations	PTNA20D00.F	\$76,630	\$0	\$76,630	\$0	\$76,630	\$0	\$76,630
Strategic Performance Planning Projects	PTNA20D00.G	\$344,762	\$0	\$344,762	\$2,205,000	\$2,549,762	\$2,549,762	\$0
Total Nassau County		\$820,416	\$0	\$820,416	\$2,555,000	\$3,375,416	\$2,849,762	\$525,654

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYC Dept of City Planning</u>								
Regional Planning	PTNA20D00.A	\$57,845	\$750	\$58,595	\$0	\$58,595	\$0	\$58,595
Programming and Analysis	PTNA20D00.B	\$39,786	\$500	\$40,286	\$0	\$40,286	\$0	\$40,286
Planning Program	PTNA20D00.C	\$181,350	\$500	\$181,850	\$0	\$181,850	\$0	\$181,850
Analytical Tools and Forecasting	PTNA20D00.D	\$158,654	\$750	\$159,404	\$0	\$159,404	\$0	\$159,404
Data Collection	PTNA20D00.E	\$30,971	\$500	\$31,471	\$0	\$31,471	\$0	\$31,471
MPO Operations	PTNA20D00.F	\$15,771	\$250	\$16,021	\$0	\$16,021	\$0	\$16,021
Strategic Performance Planning Projects	PTNA20D00.G	\$1,821,788	\$30,000	\$1,851,788	\$20,000	\$1,871,788	\$721,958	\$1,149,830
Total NYC Dept of City Planning		\$2,306,165	\$33,250	\$2,339,415	\$20,000	\$2,359,415	\$721,958	\$1,637,457
<u>NYC Dept of Transportation</u>								
Regional Planning	PTDT20D00.A	\$155,061	\$6,000	\$161,061	\$0	\$161,061	\$155,061	\$6,000
Programming and Analysis	PTDT20D00.B	\$425,045	\$0	\$425,045	\$0	\$425,045	\$425,045	\$0
Planning Program	PTDT20D00.C	\$199,995	\$0	\$199,995	\$0	\$199,995	\$199,995	\$0
Analytical Tools and Forecasting	PTDT20D00.D	\$84,989	\$2,000	\$86,989	\$0	\$86,989	\$84,989	\$2,000
Data Collection	PTDT20D00.E	\$210,040	\$0	\$210,040	\$700,000	\$910,040	\$72,874	\$837,166
MPO Operations	PTDT20D00.F	\$74,999	\$0	\$74,999	\$0	\$74,999	\$0	\$74,999
Strategic Performance Planning Projects	PTDT20D00.G	\$2,223,381	\$0	\$2,223,381	\$491,892	\$2,715,273	\$686,631	\$2,028,642
Total NYC Dept. of Transportation		\$3,373,510	\$8,000	\$3,381,510	\$1,191,892	\$4,573,402	\$1,624,595	\$2,948,807
<u>Putnam County</u>								
Regional Planning	PTPN20D00.A	\$31,812	\$0	\$31,812	\$0	\$31,812	\$0	\$31,812
Programming and Analysis	PTPN20D00.B	\$111,923	\$0	\$111,923	\$0	\$111,923	\$0	\$111,923
Planning Program	PTPN20D00.C	\$21,435	\$0	\$21,435	\$0	\$21,435	\$0	\$21,435
Analytical Tools and Forecasting	PTPN20D00.D	\$25,155	\$0	\$25,155	\$0	\$25,155	\$0	\$25,155
Data Collection	PTPN20D00.E	\$27,832	\$0	\$27,832	\$200,000	\$227,832	\$0	\$227,832
MPO Operations	PTPN20D00.F	\$9,919	\$0	\$9,919	\$0	\$9,919	\$0	\$9,919
Strategic Performance Planning Projects	PTPN20D00.G	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0
Total Putnam County		\$228,076	\$0	\$228,076	\$1,200,000	\$1,428,076	\$1,000,000	\$428,076

<u>Rockland County</u>								
Regional Planning	PTRK20D00.A	\$98,377	\$0	\$98,377	\$0	\$98,377	\$0	\$98,377
Programming and Analysis	PTRK20D00.B	\$75,606	\$0	\$75,606	\$0	\$75,606	\$0	\$75,606
Planning Program	PTRK20D00.C	\$35,040	\$0	\$35,040	\$0	\$35,040	\$0	\$35,040
Analytical Tools and Forecasting	PTRK20D00.D	\$41,091	\$0	\$41,091	\$0	\$41,091	\$0	\$41,091
Data Collection	PTRK20D00.E	\$68,761	\$0	\$68,761	\$0	\$68,761	\$0	\$68,761
MPO Operations	PTRK20D00.F	\$52,987	\$0	\$52,987	\$0	\$52,987	\$0	\$52,987
Strategic Performance Planning Projects	PTRK20D00.G	\$30,607	\$0	\$30,607	\$800,000	\$830,607	\$0	\$830,607
Total Rockland County		\$402,469	\$0	\$402,469	\$800,000	\$1,202,469	\$0	\$1,202,469
<u>Suffolk County</u>								
Regional Planning	PTSU20D00.A	\$13,134	\$0	\$13,134	\$0	\$13,134	\$10,632	\$2,502
Programming and Analysis	PTSU20D00.B	\$47,988	\$0	\$47,988	\$0	\$47,988	\$0	\$47,988
Planning Program	PTSU20D00.C	\$20,918	\$0	\$20,918	\$0	\$20,918	\$0	\$20,918
Analytical Tools and Forecasting	PTSU20D00.D	\$7,504	\$0	\$7,504	\$0	\$7,504	\$0	\$7,504
Data Collection	PTSU20D00.E	\$69,619	\$0	\$69,619	\$60,000	\$129,619	\$125,867	\$3,752
MPO Operations	PTSU20D00.F	\$28,323	\$0	\$28,323	\$0	\$28,323	\$13,500	\$14,823
Strategic Performance Planning Projects	PTSU20D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Suffolk		\$187,486	\$0	\$187,486	\$60,000	\$247,486	\$149,999	\$97,487
<u>Westchester County</u>								
Regional Planning	PTWS20D00.A	\$267,324	\$1,200	\$268,524	\$0	\$268,524	\$100,000	\$168,524
Programming and Analysis	PTWS20D00.B	\$82,093	\$1,200	\$83,293	\$0	\$83,293	\$0	\$83,293
Planning Program	PTWS20D00.C	\$75,958	\$0	\$75,958	\$0	\$75,958	\$0	\$75,958
Analytical Tools and Forecasting	PTWS20D00.D	\$59,972	\$0	\$59,972	\$0	\$59,972	\$0	\$59,972
Data Collection	PTWS20D00.E	\$188,689	\$4,200	\$192,889	\$0	\$192,889	\$0	\$192,889
MPO Operations	PTWS20D00.F	\$107,447	\$3,000	\$110,447	\$0	\$110,447	\$50,000	\$60,447
Strategic Performance Planning Projects	PTWS20D00.G	\$260,810	\$1,500	\$262,310	\$490,000	\$752,310	\$320,000	\$432,310
Total Westchester County		\$1,042,293	\$11,100	\$1,053,393	\$490,000	\$1,543,393	\$470,000	\$1,073,393

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYSDOT REG 8</u>								
Regional Planning	PT0820D00.A	\$70,557	\$0	\$70,557	\$0	\$70,557	\$0	\$70,557
Programming and Analysis	PT0820D00.B	\$21,809	\$0	\$21,809	\$0	\$21,809	\$0	\$21,809
Planning Program	PT0820D00.C	\$1,582	\$0	\$1,582	\$0	\$1,582	\$0	\$1,582
Analytical Tools and Forecasting	PT0820D00.D	\$10,953	\$0	\$10,953	\$0	\$10,953	\$0	\$10,953
Data Collection	PT0820D00.E	\$10,747	\$0	\$10,747	\$0	\$10,747	\$0	\$10,747
MPO Operations	PT0820D00.F	\$8,379	\$0	\$8,379	\$0	\$8,379	\$0	\$8,379
Strategic Performance Planning Projects	PT0820D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 8		\$124,027	\$0	\$124,027	\$0	\$124,027	\$0	\$124,027
<u>NYSDOT REG 10</u>								
Regional Planning	PT1020D00.A	\$39,067	\$0	\$39,067	\$0	\$39,067	\$0	\$39,067
Programming and Analysis	PT1020D00.B	\$65,617	\$0	\$65,617	\$0	\$65,617	\$0	\$65,617
Planning Program	PT1020D00.C	\$1,523	\$0	\$1,523	\$0	\$1,523	\$0	\$1,523
Analytical Tools and Forecasting	PT1020D00.D	\$3,241	\$0	\$3,241	\$0	\$3,241	\$0	\$3,241
Data Collection	PT1020D00.E	\$158,424	\$0	\$158,424	\$0	\$158,424	\$0	\$158,424
MPO Operations	PT1020D00.F	\$35,529	\$0	\$35,529	\$0	\$35,529	\$0	\$35,529
Strategic Performance Planning Projects	PT1020D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 10		\$303,401	\$0	\$303,401	\$0	\$303,401	\$0	\$303,401
<u>NYSDOT Reg 11</u>								
Regional Planning	PT1120D00.A	\$79,117	\$0	\$79,117	\$0	\$79,117	\$0	\$79,117
Programming and Analysis	PT1120D00.B	\$28,764	\$0	\$28,764	\$0	\$28,764	\$0	\$28,764
Planning Program	PT1120D00.C	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Analytical Tools and Forecasting	PT1120D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PT1120D00.E	\$9,780	\$0	\$9,780	\$0	\$9,780	\$0	\$9,780
MPO Operations	PT1120D00.F	\$11,891	\$0	\$11,891	\$0	\$11,891	\$0	\$11,891
Strategic Performance Planning Projects	PT1120D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Reg 11		\$129,552	\$0	\$129,552	\$0	\$129,552	\$0	\$129,552

	<u>PIN No.</u>	<u>STAFF COSTS</u>	<u>NON PERSONAL SERVICE COSTS</u>	<u>STAFF +OTHER</u>	<u>CONSULTANT COST</u>	<u>TOTAL</u>	<u>PROGRAMMED IN PRIOR YEARS</u>	<u>NEW FHWA PL/ FTA MPP</u>
<u>NYSDOT Albany</u>								
Regional Planning	PTST20D00.A	\$11,323	\$0	\$11,323	\$0	\$11,323	\$0	\$11,323
Programming and Analysis	PTST20D00.B	\$50,354	\$0	\$50,354	\$0	\$50,354	\$0	\$50,354
Planning Program	PTST20D00.C	\$20,164	\$0	\$20,164	\$0	\$20,164	\$0	\$20,164
Analytical Tools and Forecasting	PTST20D00.D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Data Collection	PTST20D00.E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Operations	PTST20D00.F	\$66,216	\$0	\$66,216	\$0	\$66,216	\$0	\$66,216
Strategic Performance Planning Projects	PTST20D00.G	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total NYSDOT Albany		\$148,057	\$0	\$148,057	\$0	\$148,057	\$0	\$148,057

Funding Programmed in Prior Years

<u>USE OF FUNDS:</u>	Programmed in Prior Years	Prior Years' FTA MPP	Prior Years' FHWA PL	Prior Years' Match
Staff:				
Central/TCC Staff	\$0	\$0	\$0	\$0
Central/TCC Staff Consultants	\$15,168,000	\$0	\$15,168,000	\$0
Subtotal Central Staff, TCCs	\$15,168,000	\$0	\$15,168,000	\$0
Members:				
MTA	\$2,407,460	\$1,925,968	\$0	\$481,492
Nassau County	\$2,849,762	\$547,200	\$1,732,610	\$569,952
NYC Dept. City Planning	\$721,958	\$200,878	\$376,689	\$144,392
NYC Dept.of Transportation	\$1,624,595	\$452,027	\$847,649	\$324,919
Putnam County	\$1,000,000	\$800,000	\$0	\$200,000
Rockland County	\$0	\$0	\$0	\$0
Suffolk County	\$149,999	\$41,736	\$78,263	\$30,000
Westchester County	\$470,000	\$210,773	\$165,227	\$94,000
Subtotal Members	\$9,223,774	\$4,178,581	\$3,200,438	\$1,844,755
Total Central Staff, TCC & Members	24,391,774	4,178,581	18,368,438	1,844,755

Due to unexpected delays in consultant contract awards, unanticipated staff vacancies, and ongoing multi-year studies, \$24.4 million in prior years' FHWA-PL and FTA-MPP funds are programmed for the 2020-21 UPWP period.

It is expected that this balance will be reduced within the next three program years.

NYMTC-Staff Schedule of Professional Services Contracts

Project	Funding
A01 - Plan 2045 Maintenance / PLAN 2050 Development	1,150,000
Plan 2050 Development and Public Outreach	1,150,000
A02 - Congestion Management Process – Monitoring and Implementation Plan	
A03 - Transportation Performance Management	
B01 - Program Management	
B02 - Regional Emissions Analysis and Transportation Conformity	850,000
Model App. Con. Support for Conformity Determination	600,000
Model Application Contractor (2020)	250,000
C01 - Annual Unified Planning Work Program (UPWP) Development and Program Reporting	300,000
UPWP TOOL redevelopment	300,000
D01 - Model Development, Enhancement, and Applications	3,215,000
	-
AQ and PPS-CMP Hosting, Maintenance and Technical Support-5th yea	300,000
Model Development Technical Support Contractor 1 (PSA-4)	800,000
Model Development Technical Support Contractor 2	440,000
Model Software Technical Assistance and Model Extensions (19-21)	450,000
NYBPM 2012 Base Year Update	100,000
NYBPM 2017 Base Year Update	1,025,000
PIMS Maintenance, Hosting, Enhancement and Tech Support (2020)	100,000
D02 - Socioeconomic and Demographic (SED) Forecasts and Census Data	2,477,000
2060 SED Forecasts Development	1,600,000
SED Forecast In-house Contractor, added reso 492, 8/27/2019	477,000
Socio Economic Demographic Forecast Contractor (19-20)	150,000
Update to SED Models for 2050 Forecasts and ZAP	250,000
E01 - Regional Surveys	3,440,000
Passive Data pilot study	150,000
Regional Household and Travel Survey	2,560,000
Smartphone Pilot Study	300,000
Travel Survey Contractor	430,000

Project	Funding
E02 - Data Management	\$1,091,000
GIS Web Based Contractor	650,000
TIG Hosting, Support, and Enhanced Maintenance	441,000
F01 - MPO Operations and Management	1,365,000
	-
Fulfillment Services	180,000
IT needs assessment	150,000
Language Access	200,000
Language Access Program assessment	200,000
UTRC Public Outreach for Plan 2045	35,000
Public Outreach Services	600,000
G01 - September 11th Memorial Program	280,000
	-
September 11th Memorial Program 2020-2021 & 2021-2022	280,000
G02 - Route 59 Area Transportation & Land Use Study	150,000
	-
Consultant Support	150,000
G03 - Clean Freight Corridor Planning Study	300,000
	-
Consultant Support	300,000
G04 - Regional Freight Land Use Study	300,000
	-
Consultant Support	300,000
G05 - Community Planning Workshops	100,000
	-
Planning Workshop Consultant	100,000
G06 - Specialized Mobility Needs and Transportation Network Companies (TNCs)	150,000
	-
Consultant Support	150,000
Grand Total	15,168,000

Public Comments:



KENNETH P. ZEBROWSKI
Assemblyman 98th District
Rockland County

THE ASSEMBLY STATE OF NEW YORK ALBANY

CHAIRMAN
Committee on
Governmental Operations

COMMITTEES
Rules
Judiciary
Government Employees
Ethics and Guidance

February 3, 2020

New York Metropolitan Transportation Council
Seitu Allen
25 Beaver St, 2nd Floor
New York, NY 10004

To Whom It May Concern:

I am writing to you regarding the draft Unified Planning Work Program (UPWP) for fiscal year 2020-2021.

I was pleased to see included in the UPWP a safety and sustainability study for Route 303 and Route 304 within the Town of Clarkstown. For years now, residents have been gravely concerned regarding the safety of both these roads. There have been too many fatal accidents within the last five years and even more close calls. As the Town of Clarkstown continues to grow and traffic on these two main arteries continues to increase, it is imperative that we ensure Route 303 and Route 304 are safe for all travelers and will remain safe for years to come.

Thank you for the inclusion of this important study in the upcoming UPWP. Please feel free to contact my office if you have any questions or concerns.

Sincerely,

Kenneth P. Zebrowski
Member of Assembly

ALBANY OFFICE: Room 625, Legislative Office Building, Albany, New York 12248, (518) 455-5735, FAX (518) 455-5561
DISTRICT OFFICE: 67 North Main Street, 2nd Floor, New City, New York 10956, (845) 634-9791, FAX (845) 634-1091
E-MAIL: zebrowski@nyassembly.gov WEBSITE: www.assembly.state.ny.us

No response necessary.

Chairman:
Mental Health and Developmental Disabilities
Committees:
Energy and Telecommunications
Health
Insurance
Investigations and Government Operations
Transportation

THE SENATE
STATE OF NEW YORK



DAVID CARLUCCI
SENATOR, 38TH DISTRICT

Albany Office:
Capitol 514
Albany, NY 12247
(518) 455-2991
Fax (518) 426-6737

Rockland Office:
20 South Main Street
New City, NY 10956
(845) 623-3627
Fax (845) 708-7701

Westchester Office:
2 Church Street, Ste. 210
Ossining, NY 10562
(914) 941-2041
Fax (914) 941-2054

E-Mail Address:
Carlucci@nysenate.gov

February 3, 2020

Seitu Allen
New York Metropolitan Transportation Council
25 Beaver Street, 2nd Floor
New York, NY 10004

Dear Mr. Allen,

Funding for an improvement study for the Route 9A corridor through the village of Briarcliff Manor, NY should be added to the 2020-2021 Unified Planning Work Program. This is a corridor that is in desperate need of study and improvement.

In 2018 and 2019 there were over 100 accidents reported each year within this two mile corridor. These accidents have led to serious injury and even death. Emergency personnel in the village are strained having to deal with accidents with such a high frequency. This is alarming and must be addressed.

Much of the infrastructure in the corridor is extremely outdated and in need for immediate improvement. Exit and entrance ramps are dangerous. Lanes are far too narrow. Due to countless collisions, the box beam guardrail that separates the travel lanes is damaged and in need of replacement.

The traffic flow that Rt. 9A experiences must be studied and addressed. The congestion leads to motorists opting to avoid 9A and cut through local roadways. This creates a dangerous situation.

Additionally, the drainage infrastructure throughout the corridor is ill maintained and ineffective. The culvert at the south end of the Village floods when there is heavy rain. This results in the flooding of homes in this area. Upgrades need to be made.

Respectfully, I ask that an improvement study for this corridor of Route 9A be added to the 2020-2021 Unified Planning Work Program. The residents of the Village of Briarcliff Manor deserve to have the best roadways as possible. Currently, they have far from that. It is imperative that this roadway be studied so improvements can be made as soon as possible.



Thank you for your attention to this matter. Please do not hesitate to contact me to discuss this further at (845) 623-3627.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Carlucci", with a stylized flourish at the end.

Senator David Carlucci
38th Senate District

Response: This comment was also sent to the New York State Department of Transportation and will be responded to by that agency.

James Creighton
Senior Planner
Town of Clarkstown - Planning Department

Please accept the following comment from the Town of Clarkstown regarding the Draft 2020-2021 Unified Planning Work Program document:

In the chart on Page 104 (PDF page 109), the study goals for the Clarkstown Safety and Sustainability Study for Route 303 & Route 304 are not filled in. We would suggest that the following goals be checked off for this project:

- Enhance the Regional Environment
- Improve the Regional Economy
- Improve the Quality of Life
- Provide Convenient, Flexible Transportation Access within the Region
- Enhance the Safety and Security of the Transportation System

Thank you, and please feel free to contact me if you have any questions.

Jim

Response: The above listed goals have been checked off for the Clarkstown Safety and Sustainability Study for Route 303 and Route 304.



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

25 BEAVER STREET SUITE 201

NEW YORK, NEW YORK 10004

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