



José M. Rivera, P.E.
Executive Director

ANNUAL MEETING OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Making the Case for Infrastructure Investment

New York University - Kimmel Center
60 Washington Square South, New York, NY 10012

February 22, 2017
11:15 a.m. – 1:15 p.m.

This meeting will be webcast and available for viewing through the NYMTC website (www.NYMTC.org)

AGENDA

A. CALL TO ORDER & ROLL CALL

Council Secretary Ron Epstein, New York State Department of Transportation

B. CO-CHAIRS' REMARKS

Council Co-Chair Matthew J. Driscoll, New York State Transportation Commissioner

Council Co-Chair MaryEllen Odell, Putnam County Executive

C. EXECUTIVE DIRECTOR'S REPORT

Jose M. Rivera, P.E., Executive Director

D. KEYNOTE SPEAKER

Carlo Scissura, President and Chief Executive Officer, New York Building Congress

E. PUBLIC PARTICIPATION - *(Reserved for registered speakers on a first come, first served basis. Each speaker will be asked to limit remarks to no more than three minutes)*

F. ACTION ITEMS

1. Accept: September 7, 2016 Meeting Synopsis
2. Adopt: Resolution #2017-1 – Council Adoption of the State Fiscal Year 2017-2018 Unified Planning Work Program
3. Adopt: Resolution #2017-2 – Amendment to Include the Bus Rapid Transit Projects for Route 110 and County Route 97 in Suffolk County in the Fiscally-Constrained Element of the Federal Fiscal Years 2014-2040 Regional Transportation Plan
4. Adopt: Resolution #2017-3 – Recognition of Service as NYMTC Co-Chair by Putnam County Executive MaryEllen Odell
5. Adopt: Resolution #2017-4 – Recognition of Service by Garry Lenberger, Suffolk County Department of Public Works
6. Adopt: Resolution #2017-5 – Recognition of Service by Thomas F. Prendergast, Chairman and Chief Executive Officer, Metropolitan Transportation Authority and Carl Weisbrod, Executive Director, New York City Department of City Planning as Principal Members of NYMTC

G. ADJOURN COUNCIL MEETING

FOR SECURITY PURPOSES, PLEASE BRING A VALID PHOTO ID AND R.S.V.P. BY CALLING (212) 383-7200 OR BY SENDING AN E-MAIL TO ANDREA.MILES-COLE@DOT.NY.GOV.

The New York Metropolitan Transportation Council complies with the Americans with Disabilities Act. If you need special accommodations to participate in this meeting, please contact Andrea.Miles-Cole@dot.ny.gov within 72 hours of the meeting.



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RESOLUTION #2017-1
COUNCIL ADOPTION OF STATE FISCAL YEAR (SFY) 2017-2018
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 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 proposed SFY 2017-2018 UPWP, for the program year April 1, 2017 through March 31, 2018, identifies planning activities proposed for federal and other funding; and

WHEREAS, NYMTC's staff had determined that sufficient funds will be available to undertake the planning projects specified in this draft SFY 2017-2018 UPWP during the upcoming program year; and

WHEREAS, NYMTC's Program, Finance and Administration Committee, at its January 19, 2017 meeting, recommended that this proposed SFY 2017-2018 UPWP be adopted by the Council.

NOW, THEREFORE, BE IT RESOLVED that the Council adopts the SFY 2017-2018 Unified Planning Work Program.

This resolution shall take effect on the twenty-second day of February two thousand and seventeen.

ADOPTED: _____



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RESOLUTION #2017-2

AMENDMENT TO INCLUDE THE BUS RAPID TRANSIT PROJECTS FOR ROUTE 110 AND COUNTY ROUTE 97 IN SUFFOLK COUNTY IN THE FISCALLY-CONSTRAINED ELEMENT OF THE FEDERAL FISCAL YEARS (FFYs) 2014-2040 REGIONAL TRANSPORTATION PLAN

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 U.S.C. 450.324, NYMTC is responsible for the development of a long-range Regional Transportation Plan (Plan) for its planning area; and

WHEREAS, NYMTC's current FFYs 2014-2040 Plan, entitled *A Shared Vision for a Sustainable Region*, was adopted by the Council on September 4, 2013, having addressed all federal planning requirements set forth in 23 U.S.C. 450.324; and

WHEREAS, as required by federal planning regulations, the FFYs 2014-2040 Plan forecasts the long-term financial resources and needs of NYMTC's planning area and includes a financial plan which defines the fiscal constraint parameters of both the Plan and of NYMTC's Transportation Improvement Program; and

WHEREAS, Suffolk County has completed an Alternatives Analysis for the County Route 97 (Nicolls Road) Multimodal Corridor and has identified a Locally Preferred Alternative (LPA), which is to implement bus rapid transit service via a route that would serve Stony Brook University, Stony Brook University Hospital, Suffolk County Community College's Ammerman Campus, St. Joseph's College, the Ronkonkoma Hub, and the Long Island MacArthur Airport; and

WHEREAS, Suffolk County has completed an Alternatives Analysis for the Route 110 Bus Rapid Transit and has identified a Locally Preferred Alternative (LPA), which is to implement bus rapid transit service via a route that would serve Walt Whitman Mall, Huntington, Melville, SUNY-Farmingdale, and the Amityville LIRR; and

WHEREAS, the estimated total project cost for the Nicolls Road Multimodal Corridor LPA is \$189 million and the estimated total cost of the Route 110 Bus Rapid Transit LPA project is \$28 million; and

WHEREAS, the attached long-range financial table from the FFYs 2014-2040 Plan has been revised to include these projects into the Plan's fiscally-constrained element; and

WHEREAS, the attached descriptions of the Nicolls Road Multimodal Corridor, and the Route 110 Bus Rapid Transit project will be included in the Plan as appropriate; and

WHEREAS, these projects have been included in NYMTC's most recent Transportation Conformity Determination under the Clean Air Act Amendments of 1990 for the FFYs 2017-2021 Transportation Improvement Program and FFYs 2014-2040 Plan, as amended.

NOW, THEREFORE, BE IT RESOLVED, that the New York Metropolitan Transportation Council amends NYMTC's FFYs 2014-2040 Regional Transportation Plan to reflect the addition of the Nicolls Road Multimodal Corridor and Route 110 Bus Rapid Transit LPA project as described above and in the attachments to this resolution.

This resolution shall take effect on the twenty-second day of February, two thousand and seventeen.

ADOPTED: _____

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Statement of Approach – Major Metropolitan Transportation Investment

Project Name: Nicolls Road Multimodal Corridor
Sponsoring Agency: FHWA/FTA
Purpose & Need: The purpose of the Nicolls Road BRT is to enhance multi-modal connectivity with the LIRR and existing bus service, improve north-south mobility, increase transit access to and from activity centers, promote increased transit use, and support transit-integrated development in the study area.
Project Description: The project will transform Nicolls Road into a multimodal corridor, incorporating a bus rapid transit (BRT) system that will operate in designated lanes, along with a parallel hiking/biking trail. When complete, the Nicolls Road BRT route will create the first direct north-south public transportation link between the Port Jefferson, Ronkonkoma, and Montauk Long Island Railroad (LIRR) lines. BRT will provide a necessary connection between the regional assets along the route, including Stony Brook University, Stony Brook University Hospital, Suffolk County Community College - Ammerman Campus, St. Joseph's College, the Ronkonkoma Hub, and the Long Island MacArthur Airport.
Alternatives Considered: : The Nicolls Road Alternatives Analysis considered a number of modes, including bus rapid transit (BRT), streetcar, light rail transit (LRT), automated guideway transit (AGT), heavy rail: commuter rail, and heavy rail: subway. A rating was assigned to each mode and an overall evaluation score was computed for each alternative. Based on the results, only the BRT alternative achieved the goal of maximizing cost and operational effectiveness.
EJ-Environmental-Historic Preservation Implications: Not known at this time.
Other Information:
Total Projected Cost (\$M): \$189M Anticipated Fund Sources & Amounts: Federal: \$106M, State/Local: \$83M Projected Completion Year: 2020

Project Name: Route 110 BRT
Sponsoring Agency: FHWA
Purpose & Need: The purpose of the Route 110 BRT is to provide a transit service that improves north-south mobility, increases transit access to and from employment and other activity centers, enhances multi-modal connectivity with the LIRR and existing bus service, promotes increased transit use, and supports TODs along Route 110.
Project Description: The project will introduce a bus rapid transit (BRT) system to the Route 110 corridor and will require roadway and traffic signal modifications, including dedicated bus lanes, traffic signal priority, queue jumps, BRT stations, and other capacity improvement measures. BRT will provide a necessary connection between the regional assets along the route including the Walt Whitman Mall, Huntington, Melville, SUNY-Farmingdale, and the Amityville LIRR.
Alternatives Considered: The Route 110 Alternatives Analysis considered a number of modes, including bus rapid transit (BRT), streetcar, light rail transit (LRT), automated guideway transit (AGT), heavy rail: commuter rail, and heavy rail: subway. A rating was assigned to each mode and an overall evaluation score was computed for each alternative. Based on the results, only the BRT alternative achieved the goal of maximizing cost and operational effectiveness.
EJ-Environmental-Historic Preservation Implications: Not known at this time.
Other Information:
Total Projected Cost (\$M): \$28M Anticipated Fund Sources: CMAQ & ESD Projected Completion Year: 2021

TABLE 3 - SYSTEM ENHANCEMENTS (estimated costs in billions of YOE dollars)											
Plan #/PIN #	Category/Item	Pre 2014	Total \$ programmed (post 2014)	Fund source	2014-2018	2019-2023	2024-2028	2029-2033	2034-2038	2039-2040	COMMENTS
Minor Projects			\$ 3.367	Reasonably expected	\$ 1.928	\$ 1.439					
				Project-specific	\$ -	\$ -					
Major Projects (Itemized)											
PIN: G609/01/AA 09 PLAN: NYCM82411C	MTA LIRR East Side Access Project	\$ 5.526	\$ 2.026	Reasonably expected	\$ -						Funding includes Federal and MTA. \$5.526 bn obligated prior to 2014. Years 2014-2018 total includes Federal \$633.424 million for 2014 and \$215.000 million for 2015
				Project-specific	\$ 2.026						
PIN: X82266	Moynihan Station Phase 1	\$ 0.016	\$ 0.067	Reasonably expected	\$ 0.067						Project-specific funding to include public-private partnership (\$1B) and federal credit (\$500M)
				Project-specific	\$ -						
PIN: X77047	Goethals Bridge Replacement		\$ 1.410	Reasonably expected	\$ -						
				Project-specific	\$ 1.410						
PIN: L603/04/ TX 03 PLAN: NSMC795C	MTA LIRR Ronkonkoma Branch 2nd Track	\$ 0.009	\$ 0.129	Reasonably expected	\$ 0.129						
				Project-specific	\$ -						
PIN: X76416; PLAN: NYCM8247C	Manhattan Bridge Cables & Suspenders		\$ 0.388	Reasonably expected	\$ 0.085	\$ 0.303					
				Project-specific	\$ -	\$ -					
PIN: X09629 PLAN: NYCMC1785	Bayonne Bridge Clearance Project		\$ 1.000	Reasonably expected	\$ -						Project-specific funding is agency capital funding
				Project-specific	\$ 1.000						
PIN: 005418, 005409, 0T2155, 005410, 0T2156, 005412, 0T2493, 005411, 0T2305; PLAN: NSSC646C, NSSC647C, NSSC649C, NSSC1597C, NSSC1598C, NSSC1599C, NSSC1600C, NSSC1603C, NSSC1604C	NY Route 347 Safety, Mobility and Environmental Improvements	\$ 0.152	\$ 0.855	Reasonably expected	\$ 0.049	\$ 0.204	\$ 0.326	\$ 0.275			
				Project-specific	\$ -	\$ -					
PHASE 2 PIN: X72977; PLAN: NYCM8569C; NYCM8571C	Kosciuszko Bridge Replacement Project	\$ 0.686	\$ 0.305	Reasonably expected	\$ 0.305						
				Project-specific	\$ -						
PIN: X77283; PLAN: NYCQ1686C	Ed Koch Queensboro Bridge Seismic Retrofit		\$ 0.150	Reasonably expected	\$ 0.125	\$ 0.025					
				Project-specific	\$ -	\$ -					
PIN: G610-01AA	MTA NYCT Second Avenue Subway Phase 1	\$ 1.126	\$ 0.804	Reasonably expected	\$ -						
				Project-specific	\$ 0.804						
PIN: TN05_SECAVESUB PLAN: NYCM2013C	MTA NYCT Second Avenue Subway Phase 2-4		\$ 12.776	Reasonably expected	\$ -	\$ -	\$ -	\$ -	\$ -		Project-specific funding to include agency capital funding (\$6.39B) and federal discretionary (\$6.39B)
				Project-specific	\$ 1.836	\$ 1.836	\$ 2.480	\$ 4.416	\$ 2.208		
PIN: 8T2101; PLAN: MHSMC1590C	Tappan Zee Hudson River Crossing Project	\$ 1.200	\$ 3.900	Reasonably expected	\$ -						Project-specific funding to include agency bonding (\$2.7B) and federal credit (\$1.2B)
				Project-specific	\$ 3.900						
	Transportation Demand Management		\$ 0.285	Reasonably expected	\$ 0.036	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	
				Project-specific	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PLAN: NYCM8584C	Bus Rapid Transit Routes in New York City		\$ 0.180	Reasonably expected	\$ 0.148	\$ 0.032					
				Project-specific	\$ -	\$ -					
PLAN: NYCBK2350C	Canarsie Power Improvement Project		\$ 0.300	Reasonably expected	\$ -	\$ -					
				Project-specific	\$ 0.300	\$ -					
PIN: X77332 PLAN: NYCBK2366C	Rehabilitation of I-278 (Brooklyn-Queens Expressway) from Sands Street to Atlantic Avenue		\$ 1.902	Reasonably expected	\$ 0.001	\$ -					Project-specific funding to include agency capital funding (\$1.84B) and reasonably expected federal funding (\$1M)
				Project-specific	\$ 0.778	\$ 1.123					
PIN: X77338 PLAN: NYCQ2361C	Great Streets Vision Zero – Queens Boulevard		\$ 0.103	Reasonably expected	\$ 0.002	\$ -					Project-specific funding to include agency capital funding (\$101M) and reasonably expected federal funding (\$2M)
				Project-specific	\$ 0.048	\$ 0.053					
PIN: X77243 PLAN: NYCBX20C	Bruckner Expressway over Westchester Creek (Unionport Bridge)		\$ 0.292	Reasonably expected	\$ -	\$ 0.012					
				Project-specific	\$ 0.264	\$ 0.016					
PIN: 882348 PLAN: MHSMC724C	Lower Hudson Valley Transit Link		\$ 0.085	Reasonably expected	\$ 0.066	\$ -					
				Project-specific	\$ 0.019	\$ -					
PIN: 082498 PLAN: NSNC1787C	Nassau Hub		\$ 0.095	Reasonably expected	\$ -	\$ -					Project to include project-specific CMAQ funding (\$15.6M)
				Project-specific	\$ 0.008	\$ 0.087					
PLAN: NSSC2689C	Nicolls Road Multimodal Corridor		\$ 0.189	Reasonably expected		\$ 0.052					
				Project-specific	\$ 0.015	\$ 0.122					
Totals		\$ 8.714	\$ 30.609	Reasonably expected	\$ 2.941	\$ 2.117	\$ 0.376	\$ 0.325	\$ 0.050	\$ 0.050	
				Project-specific	\$ 12.408	\$ 3.237	\$ 2.480	\$ 4.416	\$ 2.208	\$ -	



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RESOLUTION #2017-3
RECOGNITION OF SERVICE AS CO-CHAIR OF THE NEW YORK METROPOLITAN
TRANSPORTATION COUNCIL BY
PUTNAM COUNTY EXECUTIVE MARYELLEN ODELL

WHEREAS, the Honorable MaryEllen Odell is the County Executive for Putnam County and a Principal member of the New York Metropolitan Transportation Council (Council); and

WHEREAS, County Executive Odell served as the Council's Co-Chair from March 4, 2016 through February 22, 2017; and

WHEREAS, during her service as Co-Chair, County Executive Odell served with dedication and provided valuable guidance, leadership and vision to the Council; and

WHEREAS, County Executive Odell will continue to participate as a Principal member of the Council.

NOW, THEREFORE, BE IT RESOLVED, that the New York Metropolitan Transportation Council expresses its appreciation to County Executive MaryEllen Odell for her service, guidance, leadership and vision over the past year as the Council's Co-Chair.

This Resolution shall take effect on the twenty-second day of February, two thousand and seventeen.

ADOPTED: _____



José M. Rivera, P.E.
Executive Director

RESOLUTION #2017-4

**RECOGNITION OF SERVICE BY GARRY LENBERGER
SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS**

WHEREAS, Mr. Garry Lenberger has served as the Director of Transportation Operation for the Suffolk County Department of Public Works; and

WHEREAS, in that role, Mr. Lenberger had represented the Suffolk County Executive as a member of the New York Metropolitan Transportation Council's Program, Finance and Administration Committee (PFAC); and

WHEREAS, effective March 30, 2017, Mr. Lenberger will retire; and

WHEREAS, Mr. Lenberger was an active, dedicated participant on PFAC and had contributed his expertise towards the NYMTC's regional transportation planning process.

NOW, THEREFORE BE IT RESOLVED, that PFAC formally expresses its appreciation to Mr. Garry Lenberger for his varied contributions, his guidance, and dedicated service to the Council and to PFAC.

This Resolution shall take effect on the twenty-second day of February, two thousand and seventeen.

ADOPTED: _____



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Executive Director

RESOLUTION #2017-5

**RECOGNITION OF SERVICE BY THOMAS PRENDERGAST,
METROPOLITAN TRANSPORTATION AUTHORITY CHAIR AND CHIEF EXECUTIVE
OFFICER AND CARL WEISBROD, NEW YORK CITY DEPARTMENT OF CITY PLANNING
DIRECTOR AS A PRINCIPAL MEMBER OF NYMTC**

WHEREAS, Mr. Thomas Prendergast, Chair and Chief Executive Officer of the Metropolitan Transportation Authority; and

WHEREAS, Mr. Carl Weisbrod, Director of the New York City Department of City Planning; and Chair of the New York City Planning Commission; and

WHEREAS, Mr. Prendergast and Mr. Weisbrod served as Principal members of the New York Metropolitan Transportation Council (Council); and

WHEREAS, during their tenures as Principal members, Mr. Prendergast and Mr. Weisbrod served the Council with dedication and provided valuable guidance and vision that helped shape the future of New York City and the NYMTC region.

NOW THEREFORE BE IT RESOLVED, that the New York Metropolitan Transportation Council acknowledges the services of Mr. Prendergast and Mr. Weisbrod for their valuable guidance; their leadership; and their various contributions as Principal members of the Council.

This Resolution shall take effect on the twenty-seventh day of February, two thousand and fourteen.

ADOPTED: _____