



MEETING OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Alexander Hamilton U.S. Custom House
Basement Auditorium
One Bowling Green
New York, N.Y. 10004

September 5, 2019
10:30 a.m. – 12:30 p.m.

AGENDA

- A. CALL TO ORDER & ROLL CALL
Council Secretary Ron Epstein, Executive Deputy Commissioner, New York State Department of Transportation
- B. CO-CHAIRS' REMARKS
Council Co-Chair, Marie Therese Dominguez, Commissioner, New York State Department of Transportation
Council Co-Chair, Polly Trottenberg, Commissioner, New York City Department of Transportation
- C. COUNCIL MEMBERS' FORUM
Importance of Federal Transportation Funding to the Region's Future
- D. 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)*
- E. ACTION ITEMS
 - 1. Accept: March 6, 2019 Meeting Synopsis
 - 2. Adopt: Council Resolution #2019-3 – Adoption of the FFYs 2020-2024 Transportation Improvement Program
 - 3. Adopt: Council Resolution #2019-4 – Adoption of a Transportation Conformity Determination for the FFYs 2020-2024 Transportation Improvement Program and FFYs 2018-2045 Regional Transportation Plan, As Amended
 - 4. Adopt: Council Resolution #2019-5 – Amend the State Fiscal Year (SFY) 2019-2020 Unified Planning Work Program to Add the Southeast, NY to Danbury, CT Link Feasibility/Planning Study
 - 5. Adopt: Council Resolution #2019-6 – Recognition of Service by Jose M. Rivera, Former NYMTC Executive Director
- F. NEXT COUNCIL MEETING: Thursday February 27, 2020; (tentative) - location to be determined
- G. ADJOURN COUNCIL MEETING



**MEETING SYNOPSIS OF THE MARCH 6, 2019
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL**

CALL TO ORDER AND ROLL CALL

The meeting was called to order by Ron Epstein, Secretary to the New York Metropolitan Transportation Council and Executive Deputy Commissioner for the New York State Department of Transportation (NYSDOT). The NYMTC members introduced themselves and it was declared that there was a quorum as per NYMTC's operating procedures. Ron noted that for personal reasons, Paul A. Karas had resigned from the NYSDOT. Ron thanked Mr. Karas for his service to the department and Council.

CO-CHAIRS' REMARKS

Ron Epstein thanked Co-Chair County Executive Laura Curran for her dedication and hard work and efforts for advancing this region. He welcomed the New York City Department of Transportation Commissioner Polly Trottenberg for her incoming role as the rotating Co-Chair. He said that Commissioner Trottenberg has a long and distinguish career in public service and with transportation and infrastructure in both Washington, D.C. and New York City. He said that it was a privilege to have her as the NYMTC Co-Chair. Mr. Epstein acknowledged the staff of NYMTC for all they did throughout the year. Mr. Epstein said that Governor Cuomo made commitments and had dedicated resources towards advancing projects such as the second phase of the Kosciusko Bridge Project, which was nearly complete. He noted other state or federally aided projects, such as the expansion of the Van Wyck Expressway Interchange Project, the reconstruction of the Kew Gardens Interchange, the Hunts Point Access Project, the Nassau Expressway Improvement Project, and the Hudson Transit Link were helping to advance the region forward and to help the region grow. He said in order for the region to remain economically competitive, strategic investments that would advance our systems must continue to be made for people to have the anticipated quality of life expected in their future. He said the members of the Council were creating opportunities to help the region grow and he looked forward for those opportunities. He thanked everyone for their support.

Mr. Sean Sallie read a statement prepared by County Executive Laura Curran, who sent her apologies for not being able to be present for the annual meeting. Mr. Sallie noted that the County Executive Curran was passionate about working together with her colleagues to ensure the region continues to thrive and continued to note that the changing transportation preferences and demands of the population continue to shape our regional and local transportation land use policies. The emerging innovation economy and entrepreneurial spirit of the workforce was challenging policy makers and their staff to think strategically and boldly about improving mobility. Sharing economy is augmenting more traditional means of public transportation in areas throughout our region that have historically lacked transit accessibility, are now being considered and analyzed for transit connectivity. He noted that the County Executive worked with the Nassau County Legislature on a transformative live-work-play innovation district at the Nassau Hub, partnering with Brooklyn Sports & Entertainment (BSE) and RXR Realty to develop the 72 acres of surface parking surrounding the Nassau County Veterans Memorial Coliseum that would leverage private sector investment and committed state funding to create a cohesively planned district that would embrace the life sciences sector, provide housing opportunities and responsibly expand the county's tax base. The County Executive's administration looked forward to working with the BSE, RXR, NYMTC and their state and local partners to ensure the

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comprehensive implementation of transportation improvement to serve the new district at the Nassau Hub. He noted that the county's Nice Bus public operator launched bus shuttle service in the village of Great Neck Plaza to provide residents with an alternative to driving to the Great Neck Railroad station with the goal to reduce vehicle miles traveled and carbon emissions. He said that County Executive Curran co-sponsored an event with Hofstra University, where the New York City Department of City Planning presented data from their geography of jobs report that showed that New York City and New Jersey were the hot spots in the region for jobs and housing development and showed that transportation was the underlying connection, for the region's workforce wanted to be in areas with accessible, reliable public transit and housing that was near transit. He noted that the County Executive is excited that future critical transit investments were being implemented thanks to Governor Cuomo's Long Island Railroad Expansion Project or Third Track Project. The County Executive noted that she looked forward to working with NYMTC and her colleagues in the metropolitan region to identify new sustained sources of revenue to support growth of transit service and she looked forward to working with the new co-chair, NYCDOT Commissioner Polly Trottenberg, to collaboratively address ways to sustain and expand the region's transportation assets. She thanked the Council and Jose Rivera for the opportunity to serve as co-chair and looked forward to continuing the collaboration and partnership with the board.

ADOPT: RESOLUTION #2019-2 – RECOGNITION OF SERVICE AS NYMTC CO-CHAIR BY LAURA CURRAN, NASSAU COUNTY EXECUTIVE

Ron Epstein took the opportunity to recognize County Executive Laura Curran for her services as co-chair. He read Resolution #2019-2, Recognition of Service as NYMTC Co-Chair by Laura Curran, Nassau County Executive, which explained its purpose of giving recognition to the outgoing Council Co-Chair, Laura Curran, for her valuable leadership, vision and guidance to the Council.

A motion to adopt Resolution #2019-2, Recognition of Service as NYMTC Co-Chair by Laura Curran, Nassau County Executive was moved by Polly Trottenberg, NYC Department of Transportation Commissioner, and seconded by Mr. George Latimer, Westchester County Executive. The resolution unanimously passed.

County Executive Steve Bellone said that County Executive Curran has done an outstanding job. He acknowledged that during her almost two years as County Executive, she had taken on some very tough challenges and wanted to commend her on her work.

County Executive George Latimer noted that County Executive Curran's work has been appreciated. He said for those who represent suburban counties, County Executive Curran has been a good voice to help add their concerns into the mix of discussions. He said that it was notable that along with himself, Laura Curran, Steve Bellone, Ed Day, and MaryEllen Odell, have all been fully represented in those meetings and do care about working with their city colleagues on these issues.

CONFIRM: NEW YORK CITY TRANSPORTATION COMMISSIONER POLLY TROTTEMBERG AS THE COUNCIL'S INCOMING CO-CHAIR

Mr. Epstein noted that as per the Memorandum of Understanding for the Council, the Co-Chair is rotated annual among the three Transportation Coordinating Committees (TCC)—Mid-Hudson South TCC, Nassau/Suffolk TCC, and New York City TCC. He announced that this year, the Co-Chair was selected from the New York City TCC and that NYC Department of Transportation Commissioner Polly Trottenberg had been voted to the Co-Chair to the Council for FFY 2019.

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Commissioner Trottenberg said that it was a great honor and that she looked forward to working closely with her board member colleagues. She said that as the legislature looked at the future of the Metropolitan Transportation Authority, congestion pricing, and so many big transportation issues that affect the entire region, it's a great opportunity for everyone to work together on hopefully something of a shared vision.

EXECUTIVE DIRECTOR'S REPORT

Jose M. Rivera, NYMTC's Executive Director echoed his appreciation for County Executive Curran for her leadership and welcomed the leadership of Commissioner Trottenberg as the incoming co-chair. He noted that it had been a busy year for staff of NYMTC. He noted that the members of the council continue to look for innovative ways to address the existing and future needs of the region. He noted that over the past year, a \$35 billion Transportation Improvement Program had been maintained to continue to further preserve and enhance the transportation infrastructure. Mr. Rivera noted that the members of the Council would take action to adopt the \$44 million Unified Planning Work Program that would address many of the region's planning needs and priorities and support the member agencies continuous efforts to evaluate and implement new means and methods that address safety, mobility, accessibility, and communicating alternate travel options to the public. He thanks the NYMTC staff for their dedication and efforts in delivering key planning products and the members for their continuous collaboration and support.

KEYNOTE SPEAKER

"How New Mobility Technologies are Transforming the Movement of People, Data, and Freight"
Shailen Bhatt, President & CEO, ITS America

Mr. Bhatt gave a presentation titled, "How New Mobility Technologies are Transforming the Movement of People, Data, and Freight". He talked about Mobility on Demand (MOD) opportunities in the NYMTC region that have the potential to help make it easier for travelers to choose the transportation option that is reliable, sustainable, and safe. He said that MOD could lead to an increased use of transit and that MOD fostered an increased use of New York's public transportation system and supported the use of other modes to help address transit deserts and move travelers from their starting points to their destinations. The presentation can be found on www.NYMTC.org.

PUBLIC PARTICIPATION

Ms. Dana Levenberg, Supervisor, Town of Ossining, spoke about a proposed demonstration project which the Village of Ossining, Town of Ossining, the Town of New Castle, Westchester County Department of Planning and the NYS Department of Transportation have been working on together to connect downtown Ossining and its assets to the Empire State Trail/North County Trail way in Millwood in the Town of New Castle. She noted that some of the key components are signage, striping and road markings along State Route Rt. 133 and would like for the project to be included in the 5-year Transportation Improvement Program (TIP) that is up for adoption in 2019. She noted the attributes of the project, such as making a State route safer for cycling and walking and connecting multiple north/south public trail ways with an easterly/westerly connection (Riverwalk on the Hudson, Old Croton Aqueduct, Briarcliff-Peekskill Trail way, Empire State Trail, local parks and Teatown Lake Reservation); supplementing improvements included in the current Transportation Improvement Program to improve access to recreational amenities along Route 100 in the Town of Mt. Pleasant; enhancing economic development opportunities to encourage eco-tourism particularly for those traversing the Mario Cuomo bridge who want to continue their ride along the Hudson and points north; supporting economic justice for those underserved populations in Ossining and along the river who do not have drivers licenses and rely on alternative forms of transportation; connecting to Metro-North and Bee-

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Line bus routes; and making Safer Routes to School for school children in Ossining and New Castle.

Orrin Getz, Vice President of the Metro Rail Commuter Council said a strategic plan was needed to move people and freight across the Hudson River and noted that the plan should include NYMTC, NJTPA and other metropolitan planning organizations that border along the Hudson River and should include an extension of the #7 subway line to Secaucus. He said that there was a way to bring people in from the east side of the project, but not in from the west side. He said the congestion in the Lincoln Tunnel and the Port Authority Bus Terminal was outrageous. He said that a new rail bridge between Newburgh and Pekin should provide passenger service, access to Stewart Airport from New York City, and allow freight to cross the Hudson River. He said Selkirk, NY was currently the only place freight trains could cross the Hudson River and made crossing the Hudson River by freight a difficult project, which was one of the reasons there is congestion on the Cross Bronx Expressway. He said the Suffern station in Rockland County needed to become ADA compliant and fixed-up for transit-oriented-development and noted that the ownership of the Suffern station should be transferred from NJT to MTA so that the MTA could make the investments in New York State to make the Suffern station a prime station for Rockland County.

Chris Day, Supervisor of the town of Orangetown, talked about public transportation and gave a detailed description of his unexpectedly long commute from the Pearl River Station to Penn Station and expressed that there was a major regional disconnect for service provided between the Rockland County side west of Hudson and everyone else. He noted that Orangetown and Pearl River were trying to grow and put transit-oriented-development in place but the transit system was not sufficient. He said that planning was needed and they couldn't succeed economically without the ability to focus on ridership improvements. He said that he hoped that the Council could work with the MTA to find a solution to address this issue.

David Gellman commended the suburban County Executive who seemed to be encouraging development near the hubs for residential, retail and commercial development. He said that he was disappointed that the new Tappan Zee Bridge does not have any current or planned efforts for mass transit across the bridge. He said NYMTC should look into the prospect of burying the Cross Bronx Expressway. He said there was a great deal of damage done by the expressway but it didn't damage Manhattan because there was residential development above it and three subway line within walking distance. He said Commissioner Trottenberg and Director Lago should talk with the city housing personnel and parks personnel to figure out how to develop above the Cross Bronx Expressway with residential apartments towards the redevelopment of the Bronx that was damaged.

ACTION ITEMS

1. ACCEPT: FEBRUARY 27, 2018 MEETING SYNOPSIS

Ron Epstein referenced the February 27, 2018 meeting synopsis and asked if any of the members had any comments. There were none.

A motion to accept the February 27, 2018 Council Meeting Synopsis was moved by Rockland County Executive George, and seconded by New York City Department of City Planning Director Marisa Lago. The meeting synopsis was accepted.

2. ADOPT: RESOLUTION #2019-1 – COUNCIL ADOPTION OF THE STATE FISCAL YEAR 2019-2020 UNIFIED

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PLANNING WORK PROGRAM

Seitu Allen of NYMTC staff gave a presentation describing NYMTC's State Fiscal Year 2019-2020 Unified Planning Work Program (UPWP). He explained that the UPWP showed the Council's priorities and work scheduled for the state fiscal year. He said that the UPWP was developed annually which defined the planning priorities in the NYMTC planning area and enables federal funding assistance to undertake planning activities by NYMTC's staff and its member agencies. He said that NYMTC's Program, Finance and Administration Committee endorsed the UPWP at its February 14, 2019 meeting. The 2019-2020 Unified Planning Work Program full document and presentation can be found on the NYMTC website at www.NYMTC.org.

A motion to adopt Resolution #2019-1, Council Adoption of the State Fiscal Year 2019-2020 Unified Planning Work Program was moved by Mr. Steve Bellone, Suffolk County Executive, and seconded by Ms. Marisa Lago, NYC Department of City Planning Director. The resolution unanimously passed. There was no discussion.

ADJOURN COUNCIL MEETING

The meeting was adjourned.

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ATTENDANCE

Voting Council Principals/Representatives

Sean Sallie for Laura Curran, Nassau County Executive (Outgoing Co-Chair)
Ron Epstein for NYS Department of Transportation Commissioner (Permanent Co-Chair)
George Latimer Westchester County Executive
Sandra Fusco for MaryEllen Odell, Putnam County Executive
Steve Powers for Edwin J. Day, Rockland County Executive
Marisa Lago, NYC Department of City Planning Executive Director
Polly Trottenberg, NYC Department of Transportation Commissioner (Incoming Co-Chair)
Steven Bellone, Suffolk County Executive
Peter Cafiero for Fernando Ferrer, Acting Chair, Metropolitan Transportation Authority
Ron Epstein, NYMTC Secretary

Advisory (Non-Voting) Principals/Representatives

Jeremy Colangelo-Bryan for Kevin Corbett, New Jersey Transit Executive Director
Richard Marquis, Federal Highway Administration Division Administrator
Stephen Goodman, Federal Transit Administration Regional Administrator
John Filippelli for Peter Lopez, US Environmental Protection Agency Regional Administrator
Mary D. Ameen, North Jersey Transportation Planning Authority Executive Director
Jared Snyder for Basil Seggos, NYS Department of Environmental Conservation Commissioner
Mary K. Murphy for Richard Cotton, Executive Director, Port Authority of New York & New Jersey

NYMTC Staff & Consultants

Ali Afshar	Leslie Fordjour	John Lopez
Afolabi Aiyedun	Merrill Frank	Andrea Miles-Cole
Olayinka Alamu	Fidel Garcia	Ali Mohseni
Seitu Allen	Leokadia Golikova	Debra Nelson
Ismet Apdiroglu	Anthony Inzerillo	Robert Mortell
Sangeeta Bhowmick	Gerald Jonassen	Munnesh Patel
Gerry Bogacz	Jan Khan	Jose Rivera
Mary Byrne	Carl King	John Simpson
Michael Chiume	Abraham Kohen	Yun Hai Zhang
Kimberly Estes	Mikhail Kotikovskiy	
Daniel Etkin	Shanwen Liu	

OTHERS

Kamrul Ahsan, NYSDOT	Robert Brickman, Nassau County
Rajendra Amin, NYSDOT	Joseph Brown, NYSDOT
Richard Anderson, RTA Advisory Services	Steve Brown, PANYNJ
Lauren Antonelli, NYCDOT	Luis Calderon, NYSDOT
Stephen Bauman	Hilda Cardenas, NYCDOT
David Behrend, NJTPA	Chris Chatterton, Suffolk County
Steven Belkin, NYSDOT	Elizabeth Chetnay, MTA
Seth Berman, NYCDOT	Stephen Courage, Westchester County
Shailen Bhatt, ITS America	Cynthia Danza, NYCDOT
Amit Bhowmick, PANYNJ	Fang Du, NYCDOT
Allison Blanchette, Long Island Streets	Nicole Farmer, NYSDOT

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Tierra Fisher, UTRC
Maura Fitzpatrick, NYMTC/FHI
Oluseye Folarin, MTA
John Formosa
Ian Francis, NYSDOT
David Gellman
Patrick Gerdin, Rockland County
Orrin Getz
Randy Glucksman
Robert Gottheim, Congressman Nadler's Office
Hugh Greechan, Westchester County
Hanna Greenburg, USEPA
Carolyn Grossman, NYCDOP
Richard Gualtieri, NYSDOT
Roger Herz, Time2Improve
Keith Hom, NYSDOT
Anthony Jackson
Joseph Jarrin, NYCDOT
Sandra Jobson, NYSDOT
Craig Lader, Westchester County
Shati Khan, MTA
Camille Kamga, UTRC
Naomi Klein, Westchester County
Lawrence Lennon, MTA
Dana Levenberg, Town of Ossining
Amy Mackenzie, NYSDOT
Lance MacMillan, NYSDOT
Uchenna Madu, NYSDOT

Ann McGrane, NYCDOT
Daniel Moser, FTA
Sean Moss
Arthur O'Connor, FHWA
Jessica Ortiz, NYMTC/FHI
Judith Peter, NYSDOT
Ana Price, FHWA
Denise Ramirez, NYCDOT
Geoffrey Rick, NYSDOT
Craig Ruyle, NYSDOT
Daniel Schack, Sam Schwartz
Jack Schmidt, NYCDOP
Douglas Schuetz, Rockland County
Julia Seltzer, MTA
Maura Smotrich, Westchester County
Jared Snyder, NYSDEC
Vincent Tamagna, Putnam County
Brian ten Siethoff, Cambridge Systematics
Jai Therratil, NYCDOT
Darnell Tyson, Suffolk County
Kelsey Veazey
David Viana, Nassau County
Theresa Ward, Suffolk County
Kyle Winslow

Respectfully Submitted,

Andrea' Miles-Cole

Andrea Miles-Cole
Administrative Specialist
NYMTC



RESOLUTION #2019-3

ADOPTION OF THE FEDERAL FISCAL YEARS (FFYs) 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, 23 CFR 450.326(a) requires that the MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area that shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor; and

WHEREAS, 23 CFR 450.326(b) requires that the MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a); and

WHEREAS, NYMTC has adopted operating procedures by which the TIP is cooperatively developed and adopted pursuant to 23 CFR 450.326(a), as well as operating procedures which govern the public review of the TIP pursuant to 23 CFR 450.326(b); and

WHEREAS, NYMTC’s proposed TIP for FFYs 2020-2024 has been developed and publicly reviewed in accordance with these procedures and includes the project listings and supporting documentation recommended by each of NYMTC’s three Transportation Coordinating Committees; and

WHEREAS, per 23 CFR 450.326(a), the proposed FFYs 2020-2024 TIP reflects the investment priorities established in NYMTC’s current FFYs 2018-2045 Regional Transportation Plan; and

WHEREAS, per 23 CFR 450.326(e), the proposed FFYs 2020-2024 TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of NYMTC’s metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53; and

WHEREAS, per 23 CFR 450.324(j), the proposed FFYs 2020-2024 TIP contains a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, NYMTC’s Program, Finance and Administration Committee recommended that the Council adopt the proposed FFYs 2020-2024 TIP at its meeting on August 27, 2019; and

WHEREAS, NYMTC’s Program, Finance and Administration Committee further recommended that if all projects in the FFY 2019 element of the current FFYs 2017-2021 TIP are not obligated and/or cannot be implemented in part or in whole by September 30, 2019, they may be included in future program years in the program once adopted without further NYMTC action providing that Transportation Conformity and fiscal constraint can be maintained.

NOW, THEREFORE, BE IT RESOLVED, that the New York Metropolitan Transportation Council adopts the FFYs 2020-2024 TIP and authorizes the Secretary of the Council to forward the approved program to the New York State Department of Transportation, requesting that it take all necessary actions to include the program in the Statewide Transportation Improvement Program and obtain Federal approval.

This resolution shall take effect on the fifth day of September two thousand and nineteen.

ADOPTED: _____



**RESOLUTION #2019-4
TRANSPORTATION CONFORMITY DETERMINATION FOR THE FEDERAL FISCAL YEARS (FFYs) 2020-2024
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND FFYs 2018-2045 REGIONAL
TRANSPORTATION PLAN, AS AMENDED**

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, NYMTC’s planning area is included in whole or in part in several non-attainment areas for various pollutants as determined under the Clean Air Act Amendments of 1990; and

WHEREAS, as required for non-attainment areas by the Clean Air Act Amendments of 1990 and in consultation with relevant local, state, and federal transportation and environmental agencies, NYMTC must complete a regional emission analysis for mobile sources of various pollutants each time a TIP or Plan is adopted; and

WHEREAS, NYMTC has coordinated this regional emissions analysis with the Orange County Transportation Council as required for both the Poughkeepsie Ozone Non-Attainment Area and the New York-New Jersey-Connecticut Fine Particulate Matter (PM 2.5) Non-Attainment Area; and

WHEREAS, the regional emissions analysis demonstrates that the transportation improvements identified in the FFYs 2020-2024 TIP and the fiscally-constrained element of the FFYs 2018-2045 Regional Transportation Plan, as amended, have met all applicable mobile source emissions tests for pollutants and analysis years as specified in the New York State Implementation Plan for Air Quality (SIP) and therefore conforms to the mobile source emissions milestones set forth in the SIP; and

WHEREAS, the documentation and supporting analyses contained in the attached Transportation Conformity Determination demonstrate NYMTC’s compliance with the appropriate federal air quality requirements under the Clean Air Act Amendments of 1990; and

WHEREAS, the attached Transportation Conformity Determination has been publicly reviewed along with the draft FFYs 2020-2024 TIP and all comments received have been addressed and are incorporated in this documentation.

NOW, THEREFORE, BE IT RESOLVED, that New York Metropolitan Transportation Council adopts the attached Transportation Conformity Determination for the FFYs 2020-2024 TIP and the FFYs 2018-2045 Regional Transportation Plan, as amended, in order to demonstrate conformity with the mobile source emissions milestones set forth in the SIP.

This resolution shall take effect on the fifth day of September two thousand and nineteen.

ADOPTED: _____



**RESOLUTION #2019-5
AMENDMENT TO THE STATE FISCAL YEAR (SFY) 2019-2020
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, NYMTC’s SFY 2019-2020 UPWP, which was adopted by NYMTC on March 6, 2019, identifies federally funded planning programs and projects to be undertaken by NYMTC’s staff and its member agencies; and

WHEREAS, NYMTC’s staff and member agencies are now carrying out their SFY 2019-2020 UPWP planning programs and projects; and

WHEREAS, the County of Putnam and the MTA Metro-North Railroad are jointly requesting to add a new study, the Southeast, NY-to-Danbury, CT Link Feasibility/Planning Study, to the SFY 2019-2020 UPWP; and

WHEREAS, this study intends to determine whether it is financially and operationally feasible to restore passenger rail service to the 13.5-mile section of the Beacon Line between Danbury, CT and Southeast, NY where it connects to the Harlem Line; and

WHEREAS, the requested amendments impact the use of funds available for programming in the SFY 2019-2020 program year and funds programmed in earlier program years; and

WHEREAS, NYMTC staff has determined that the funds are available to be reprogrammed through this amendment to the SFY 2019-2020 UPWP; and

WHEREAS, NYMTC staff has reviewed the proposed project and determines that it is consistent with NYMTC’s regional goals and desired outcomes, as well as a planning study specifically proposed for the Interstate 84 corridor from Interstate 684 to the Connecticut state line, as presented in the Federal Fiscal Years 2018-2045 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the New York Metropolitan Transportation Council adopts this amendment to add the Southeast, NY-to- Danbury, CT Link Feasibility/ Planning Study to the SFY 2019-2020 Unified Planning Work Program as described in the attachment.

This resolution shall take effect on the fifth day of September two thousand and nineteen.

ADOPTED: _____

Southeast, NY to Danbury, CT Link Feasibility/Planning Study Proposed Feasibility Study Parameters and Scope

Statement of Purpose:

The Beacon Line in New York State includes 41 miles of right-of-way from the Hudson Line connection in Beacon, New York, to the Connecticut state line, intersecting with the 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. Current Metro-North operations on the Beacon Line within New York are minimal, and consist of the infrequent non-revenue equipment moves and occasional maintenance operations. Metro-North owns the inactive rail line within New York State. Housatonic Railroad has freight rights, currently dormant, over the Metro-North segment. Metro-North 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 this 13.5-mile portion of the Beacon Line would extend the existing public transportation network and provide benefits to all communities along the rail corridor. It is anticipated the service will reduce vehicle counts on I-84, I-684, and local roadways along the interstate corridors. Lower vehicle counts result in less congestion and air pollution. The proposal would also complement regional transportation and development plans, such as Downtown Danbury's Transit-Oriented Development Study, the 2015 Housatonic Valley MPO long-Range Transportation Plan, and the Growth Management Principles of the State of Connecticut's Conservation & Development Policies Plan and several other initiatives and transportation plans currently in development.

The proposed feasibility/planning study is requested jointly by Metro-North Railroad and Putnam County, with the latter overseeing the conduct of said study.

Proposed Feasibility Study Parameters and Scope:

1. Study Description
 - a. Purpose of Study: Determine whether it is financially and operationally feasible to restore passenger service to the 13.5-mile section of the Beacon Line generally between Danbury, CT and Southeast, NY where it connects to the Harlem Line.
 - b. Area of Study: Greater Danbury, CT, including all surrounding towns and continuing west to Putnam County, NY.
 - c. Study Goals/Objectives: Provide a comprehensive analysis of all requirements necessary to provide passenger rail service as proposed, including, without limitation, evaluation of all financial, infrastructure, environmental, traffic, land use, quality of life impacts, and cost-benefit analysis. The study will serve as a key factor in the successful development and implementation of the Project and provide bases to seek/procure future funding for same.

2. Technical Assessment and Evaluation

- a. Transportation Alternatives: Evaluate existing bus services and prepare travel demand forecasting with ridership model for bus service (BRT) as an alternative to rail for comparative purposes.
- b. Ridership: Provide all work required to assess ridership on the proposed rail service including, without limitation, travel demand forecasting, public involvement, outreach, area demographics, and current and future land developments in the comprehensive study area.
- c. Capital Costs: Determine projected costs to perform any improvements, purchase of equipment, and all related costs to provide two alternative modes: electrified light rail transit (LRT) and diesel multiple units (DMUs). These costs may also include the purchase of rail line from Housatonic in CT.
- d. Operating Costs: Determine projected costs to operate and maintain rail service, including the costs to operate alternative BRT service, if any, evaluate fare collections, and all other related costs for both alternative modes. If there is no purchase of the rail line from Housatonic, operating costs may include trackage rights costs.
- e. Environmental: Identify any environmentally sensitive issues along the rail corridor and evaluate impact to restoring passenger service.
- f. Traffic: Determine the effects of the proposed rail service to vehicular congestion on I-84 and I-684 corridors in Danbury, CT and Putnam County, NY.
- g. Agency Coordination: Evaluate the required coordination and collaboration with all applicable agencies, including necessary permitting.
- h. Stations: Perform feasibility and demand evaluation for additional rail stations within the 13.5-mile corridor and evaluate existing Danbury and Southeast stations and determine if improvements are required to provide new rail service.
- i. Parking: Perform parking projection analysis at Danbury, Southeast, and Brewster stations.
- j. Infrastructure: Perform inventory of existing bridges, retaining walls, culverts, and crossings along corridor. Evaluate track structure and track foundation. Provide determination of areas of interest and prospective repairs and/or upgrades with associated cost estimates for each. Evaluate any other critical infrastructure within the 13.5-mile Right of Way corridor.
- k. Power System/Communication and Signal System: Inventory existing systems and future needs and upgrades.
- l. Storage Yard: Inventory existing facilities and future needs and upgrades.
- m. Utility Relocations: Inventory existing systems and future needs and upgrades.

3. Impact/Benefit Analysis

- a. Traffic and Transportation
- b. Noise and Vibration
- c. Air Quality
- d. Energy
- e. Land Use

4. Benefit-Cost Analysis: Provide analysis for both electrified and diesel rail transit modes.
5. Implementation Strategy
6. Evaluation of Funding Opportunities

Projected Cost: \$800,000 Federal
 \$200,000 Local



**COUNCIL RESOLUTION #2019-6
RECOGNITION OF SERVICE BY JOSÉ M. RIVERA
FORMER EXECUTIVE DIRECTOR OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL**

WHEREAS, Mr. José M. Rivera joined the New York State Department of Transportation in 1987; and

WHEREAS, Mr. Rivera has had a long and distinguished career in transportation; and

WHEREAS, Mr. Rivera served as Executive Director to the New York Metropolitan Transportation Council from 2016 to 2019; and

WHEREAS, in that role, Mr. Rivera provided broad perspective, valuable guidance and leadership to his staff and to the representatives of the Council; and

WHEREAS, Mr. Rivera has retired after 32 years of state service, effective May 31, 2019.

NOW, THEREFORE, BE IT RESOLVED, that the New York Metropolitan Transportation Council formally expresses its gratitude and appreciation to Mr. José M. Rivera for his professionalism, dedication, and leadership to the NYMTC region and New York State.

This Resolution shall take effect on the fifth day of September two thousand and nineteen.

ADOPTED: _____