CHAPTER 1:
THE SHARED VISION
PLAN 2040
Chapter 1: The Shared Vision

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MTA Metro-North Railroad’s new M8 single rail cars.
1. Introduction

The key to understanding, developing, and implementing the regional transportation plan is sustainability. It is the crucial element in how we plan for the future and where we invest. Plan 2040: A Shared Vision for Sustainable Growth, the New York Metropolitan Transportation Council (NYMTC)’s Regional Transportation Plan, is the 25-year, long-term plan for investing and building sustainable growth in our region and transportation network.

All indicators suggest that the region will continue to grow in population by 1.7 million, from 12.6 million in 2015 to 14.3 million in 2040, including a senior population (aged 65 and above) that increased by 7.4 percent between 2000 to 2010, from 1.48 to 1.59 million. On a daily basis, the region’s transportation network currently supports approximately 3.2 million bus riders, 6.3 million rail rapid transit passengers, 110,000 ferry riders, 143,000 airline passengers, and over 200 million vehicle miles driven each day on the region’s roads. With the anticipated population growth, the existing transportation network must be improved, integrated, and properly maintained. The financial security of the transportation system is critical to the economic health and future growth of the region.

Plan 2040 was developed by member agencies and communities across the 10-county region. The plan highlights the need for developing sustainable transportation and land use projects, supporting the equitable development of regional growth, and creating strategic policy guidelines and transportation investments. The plan also discusses how NYMTC member agencies will help sustain and encourage the region’s economic growth through state-of-good-repair programs and expansions of the transportation network. Plan 2040 outlines how NYMTC intends to accomplish regional transportation planning goals guided by a Shared Vision of the region’s future without compromising future generations to meet their needs.

The NYMTC planning area, like the rest of the nation, has suffered from the recent economic downturn. However, the region’s unique characteristics contribute to a positive quality of life while moving more people and goods than any other region in the nation. For example, about one in every five mass transit riders and one-third of all rail riders in the U.S. reside in the NYMTC planning area. Also, the region’s transportation agencies show a strong dedication to walking, bicycling, and reducing transportation emissions. Economic conditions are closely related to transportation service. The transportation network is the means by which workers access jobs and businesses access resources on a daily basis. Its quality and reliability directly impacts worker productivity, business efficiency, and quality of life. On a typical business day, the region’s roads and transit systems handle approximately 33 million passenger trips and thousands of tons of freight. By 2040, the number of passenger trips is expected to rise to almost 38 million. Regional mobility and the quality of the transportation network are therefore critical factors in supporting sustainable economic development. Investing in the region’s transportation system has an immediate impact on job growth and eco-

To stay economically competitive, it is vital for the New York metropolitan region to continue to maintain and improve its transportation network, increasing capacity, and improving efficiency. Susan Martinovich, President of the American Association of State Highway and Transportation Officials (AASHTO), told a U.S. Senate committee in 2011, “The overall benefits of transportation investments to the broader economy are estimated to be five times the $240 billion spent by governments each year on highway, transit and other transportation infrastructure.” According to Jean-Paul Rodrigue, Claude Comtois, and Brian Slack, the many significant impacts that transportation investment can have on the economy can be broken down according to three types. First, “direct impacts” result from the positive effects of increased accessibility on employment, market expansion, saved time and cost, and added value. Second, “indirect impacts” are caused by the multiplier effects of lower prices and the greater variety of goods and services, which spur greater economic activity in the region. Third, “related impacts” result from the ability of firms to move passengers and freight at reduced cost.

These economic impacts tend to boost productivity. Transportation improvements decrease the cost of doing business for industry and for the economy in general. Increased productivity then increases output across the economy. The connection between transportation investments and economic growth has been demonstrated historically, from the building of the national railroad network in the 19th century to the construction of the interstate highway system during the 1950s and 1960s. In the latter case, investment in the interstate system led to productivity gains largely in vehicle-related industries.

Transportation projects can also yield employment gains, an economic effect which is much needed during periods of recession. The Federal Highway Administration predicts that an expenditure of $1 billion of federal-aid towards transportation will support up to 30,000 jobs with a total employee income of $1.5 billion. Construction and manufacturing workers were among those most affected by the economic downturn: 21 percent of those who lost their jobs during the period of December 2007 to December 2009 were in the construction industry. Infrastructure spending would allow many of those who lost their jobs to return to work: 61 percent of infrastructure jobs are in construction, 12 percent are in manufacturing, and 7 percent are in retail trade. Although many of these positions are short-term, increased hiring would lead to increased demand and further hiring to satisfy that demand. \textit{Plan 2040} focuses on a portfolio of strategic transportation investments and projects that will make a substantial contribution to economic productivity and employment growth.

In order to reliably support the region’s economy and quality of life, the transportation system must not only grow to meet future demands but also be safeguarded against emerging stresses of climate change.

In the United States, the transportation sector is the second largest emitter of greenhouse gases, following electrical power generation, and in 2011 was responsible for 27 percent of all U.S. greenhouse gas emissions. Even small improvements in efficiency of moving people and goods can result in substantial reductions in overall greenhouse gas emissions, and \textit{Plan 2040} discusses a
wide variety of strategies and goals aimed at doing so. These strategies range from modernizing transit infrastructure to making walking, bicycling and carpooling more attractive to residents. The benefits of greener transportation are not limited to lessening environmental impacts, but will also reduce the cost of operating and maintaining roads and transit networks, thereby making the region more competitive.

While mitigating climate change for long-term security is essential, our transportation system is already vulnerable to current climate risks which are projected to intensify in the near future. Following the many severe weather events in the past three years alone, chiefly Hurricane Sandy, there is an urgent need to strengthen the ability of our roads and transit systems to better withstand flooding, heat waves and severe storms. Improving resiliency to these threats is accomplished at all levels of the system, relying on coordination between operations, management, infrastructure, and policy. Plan 2040 looks at different strategies for climate change adaptation throughout the entire transportation system and stresses the importance of collaboration between all member agencies in planning for future severe weather events.

This Shared Vision consists of four sections that were developed by NYMTC members as a blueprint to guide the short-, medium- and long-term regional transportation investments and developments: Shared Goals, Shared Land Use Development areas, and Strategic Transportation Investments and Initiatives. The elements of the Shared Vision are interconnected, influencing and complementing each other throughout the planning process.

It is important to note that although Plan 2040 focuses on the New York metropolitan area, transportation planning must also be done in the context of the larger, megaregion. NYMTC and other MPOs in the Northeast megaregion must increase collaboration and megaregional considerations as urbanized and suburbanized areas continue to grow together, economies and transportation networks become more regional, and issues of air quality and climate change demand large-scale consideration. The implications and efforts to plan at this level are discussed in the NYMTC Overview section at the end of this chapter.
2. SHARED GOALS

The seven shared goals and their outcomes are the first part of the Shared Vision. These goals were consensually developed by NYMTC members and represent their commitment to sustainable growth and economic development through directing resources to transportation investments that will produce the desired outcomes.

These goals, which are equally important and not listed in a particular order, are defined on the following pages and include a series of of long-term desired outcomes and a list of near-term actions for each goal. The near-term actions are advanced in the first ten years of Plan 2040 and through the Transportation Improvement Plan (TIP) and United Planning Work Program (UPWP).

*The Shared Goals*

- Enhance the regional environment
- Improve the regional economy
- Improve the regional quality of life
- Provide a convenient and flexible transportation system within the region
- Enhance the safety and security of the transportation system for all users
- Build the case for obtaining resources to implement regional investments
- Improve the resiliency of the regional transportation system
Chapter 1
Plan 2040: NYMTC Regional Transportation Plan

GOAL: ENHANCE THE REGIONAL ENVIRONMENT
NYMTC members are committed to selecting transportation projects and programs and encouraging land use policies that, in
the aggregate, enhance 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.

Near-Term Actions
• Evaluate and enhance demand management programs;
• Evaluate and enhance mobile source emissions reduction programs;
• Inventory greenhouse gas emissions;
• Plan for expanded road pricing;
• Implement transit improvements, enhancements in the 2014-2018 TIP;
• Implement mobility, traffic improvement projects in the 2014-2018 TIP;
• Implement programmed strategic regional transportation investments:
  - MTA NYCT Second Avenue Subway
  - MTA LIRR East Side Access
  - MTA LIRR Ronkonkoma Branch Second Track
  - Eight NYC Select Bus Service routes

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; and
• Improved regional mobility for people and goods.

Near-Term Actions
• Advance Bus Rapid Transit and managed-use lane projects as part of a regional system;
• Implement Central Avenue transit signal priority, Westchester County
• Implement programmed strategic regional transportation investments:
  - Bayonne Bridge clearance project
  - Moynihan Station Phase I
  - PATH system modernization
• Complete planning and/or environmental assessments for the following vision projects:
  - Cross Harbor goods movement improvements
  - America’s Marine Highway System recommendations
  - CSX River Line second track
  - Amtrak Gateway project
  - North-East Corridor and Empire Corridor inter-city passenger
    and freight rail improvements
  - Moynihan Station Phase II
• Continue planning for multi-modal access to ports and airports;
• Continue planning for multi-modal goods movement and distribution improvements.
GOAL: IMPROVE THE REGIONAL QUALITY OF LIFE

NYMTC's members must work together to coordinate regional transportation with locally-controlled land use and zoning, to the extent practical, so that the negative externalities of individual public and private decisions in any of those arenas are recognized and mitigated in the planning process.

Desired Outcomes

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

- Increased intra-regional mobility and accessibility for commuting, recreation and tourism;
- Mitigation of negative impacts of transportation in the design, construction, and operation of the system;
- Increased ability to safely enjoy walking, bicycling and use of public space;
- Vibrant communities.

Near-Term Actions

- Complete planning and/or environmental assessments for the following transit-oriented development and transportation improvement vision projects linked to land use plans:
  - Nassau Hub Preliminary Regional Study Area transportation improvements;
  - Wyandanch Rising and Ronkonkoma Hub transit-oriented development;
  - NY 347 corridor reconstruction;
  - Sagtikos Parkway truck bypass;
  - MTA LIRR Main Line Corridor Planning;
  - No. 7 Subway Tenth Avenue Station;
  - Staten Island North Shore transit improvements;
  - Bruckner-Sheridan interchange;
  - I-684 capacity improvements:
    - Southeast MTA MNR Station parking and pedestrian improvements
  - I-287 corridor transit enhancements:
    - Tarrytown-Port Chester local transit improvements
  - Southern Westchester East-West Corridor transit improvements
- Advance the recommendations of the New York-Connecticut Sustainable Communities Initiative;
- Advance the Plan 2040 Pedestrian and Bicycle and implement pedestrian and bicycle projects in the 2014-2018 TIP;
- Complete planning and/or environmental assessments for the following pedestrian and bicycle projects:
  - Brooklyn and East River waterfront greenways
  - Hudson River Valley Greenway link
- Continue implementation of Complete Streets policies;
- Continue local capacity-building through community planning workshops;
- Continue planning for transportation sector clean fuels expansion.
GOAL: PROVIDE A CONVENIENT AND FLEXIBLE TRANSPORTATION SYSTEM WITHIN THE REGION
NYMTC’s members provide mobility and transportation options so that everyone can 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.

Near-Term Actions

- Advance the congestion management process and complete planning and/or environmental assessments for the following vision projects:
  - East River crossing and Hudson River crossing bus/HOV capacity
  - Cross Bronx Expressway improvements
  - Additional NYC Select Bus Service routes
  - Long Island Expressway HOV/Active Transportation Demand Management
  - Suffolk County Bus Rapid Transit Feasibility Study: Route 110, Sagtikos Parkway, CR97 transit improvement
  - Central Avenue Bus Rapid Transit, Westchester County
  - Continue planning for ferry service enhancements and station access improvements

- Implement congestion-related improvements and enhancements in the 2014-2018 TIP;

- Implement programmed strategic regional transportation investments related to system preservation:
  - Tappan Zee Hudson River Crossing project
  - Kosciuszko Bridge replacement
  - Goethals Bridge replacement
  - East 153rd Street Bridge replacement
  - City Island Bridge and Riker’s Island Bridge replacement
  - Shore Road Bridge replacement
  - Bronx River Parkway bridge replacement
  - Cross Bronx Expressway-Grand Central Parkway interchange
  - Rehabilitation of Belt Parkway bridges
  - Major Deegan Expressway desk replacement
  - Van Wyck Expressway bridges

- Implement preservation-related projects in the 2014-2018 TIP;

- Complete planning and/or environmental assessments for the following projects:
  - Staten Island Ferry vessels
  - Kew Gardens interchange
  - Cross County Parkway-Saw Mill River Parkway interchange
  - MTA NYCT Queens Communications-Based Train Control
  - MTA NYCT vehicle fleet, depot and station expansion, and sustainability investments
  - Port Jervis Line improvements
  - MTA MNR Penn Station Access
GOAL: ENHANCE THE SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM FOR BOTH MOTORIZED AND NON-MOTORIZED USERS
NYMTC’s members will work to reduce the rate and severity of transportation-related crashes in the region and make the transportation system safe for all users. Members will also strive to increase the security of the transportation system.

Desired Outcomes
The following outcomes will be the goal of all 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.

Near-Term Actions

• Develop comprehensive access to safety-related data;
• Develop a regional approach to safety-related data analysis;
• Develop operating procedures for safety and security considerations;
• Implement safety improvements and enhancements in the 2014-2018 TIP
• Implement programmed strategic regional transportation improvements:
  - East River Bridges
  - Manhattan Bridge cables and suspenders, and seismic retrofit
  - Ed Koch Queensboro Bridge seismic retrofit
GOAL: BUILD THE CASE FOR OBTAINING RESOURCES TO IMPLEMENT REGIONAL INVESTMENTS
NYMTC’s members and its 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 hope to make the case that these investments are a shared priority and are of strategic importance to this region and to the entire nation.

Desired Outcomes
NYMTC will continue to work in a collaborative fashion to achieve these outcomes:
• Coordinated long-term planning;
• 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.

Near-Term Actions
• Advance near-term actions, immediate strategic regional investments and improvement projects through the TIP;
• Pursue agreed upon alternative funding sources;
• Reach consensus on other alternative funding sources to be used individually or cooperatively.

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 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;
• Cooperative partnerships with federal, state, local agencies, and other stakeholders to adapt the transportation system and improve recovery from disruptions.

Near-Term Actions
• Planning and implementation to improve the resiliency of the existing system, including:
  - Hurricane Sandy recovery projects
  - New York-New Jersey-Connecticut Transportation Vulnerability Assessment and Adaptation Analysis
  - Nassau County Coastal Evacuation Routes project
• Create new cooperative partnerships with multiple government agencies when responding to disasters;
• Pursue new partnerships through the Federal Disaster Recovery Framework for recovery from disasters.
3. Shared Land Use Designations

The second component of the Shared Vision is the Shared Land Use Designation area. These locations are where transportation resources can attract residents and businesses while providing efficient, sustainable and cost effective mobility.

Land use and development, particularly if they are in areas with higher density, generate transportation demand for public investment in transit and roadway infrastructure. Likewise, changes to the transportation system often stimulate development activity by creating more capacity or providing access to new land for development. Transit-oriented development promotes long-term, sustainable growth of business and residential populations around existing or planned transportation infrastructure investments. While land use decisions are typically made at the local level, major transportation decisions involving Federal funds are made at the regional level and these two elements must be strategically linked.

Within the NYMTC planning area, this link between land use and transportation services is not planning theory, but rather an everyday reality with examples such as the Manhattan business districts supported by a dense transit network and the scores of village centers built around commuter rail stations. The concept of sustainable development in long-range planning is built on focusing growth around maximized mobility. The current national emphasis on sustainable development and livability emphasizes the coordination of transportation and land use. This has encouraged NYMTC to plan and invest in the region accordingly and strive to leverage the efforts of major local and regional players to work collaboratively towards complementary, sustainable development.

The two maps (Map1 and Map 2) on the following pages show the Shared Land Use Designations in the NYMTC planning area. Each county, borough, city or region has created these areas and designated them as areas for development and/or transportation investments. These development locations can be centers or corridors in the region. New York City’s land use designations are listed on Map 2 because they could not fit on the regional map due to the intensity of land use.
Please see Map 2.
Please see Map 2.
CHAPTER 1

STATEN ISLAND

Adopted or Potential Rezonings
Arlington
Castleton Ave
Charleston/Tottenville
Forest Ave
Jersey Street
Kreischerville
Mariners Harbor
New Brighton
Port Richmond
Port Richmond South
Relic M Zones
Rosebank (Edgewater)
Special Stapleton Waterfront Dstr. (w/EDC & SBS)
St. George Special District
Travis

Other Projects
3 Potential Sites Including Prison and Maritime
Arthur Kills Service Roads
Bay Street Corridor
BRT: Hylan Boulevard
Bus Depot
Bus Rapid Transit or Rail Line
CBD: St. George
Charleston Retail, Senior Housing, School
Complete and Connect Service Roads
GATX Commercial Dev. & Accompanying Roads
Goethals Bridge Modernization
Light Rail
Lucent Site
Mt. Loretto R3-2 Dev. - Senior Housing
Outerbridge Crossing Upgrade
Parkway
Prince’s Point Residential Dev.
Richmond Avenue
Richmond Terrace Greenway
St Balpark Parking Lot 1
St Balpark Parking Lot 2
Town Center Study
West Shore Study Center

MAP 2: SHARED LAND USE DESIGNATIONS IN NEW YORK CITY
### MANHATTAN

**Adopted or Potential Rezonings**
- **125th Street Corridor**
  - Broadway Uploning
  - East 125th Street (w/ EDC)
  - East Harlem
  - East Midtown
  - East River Realty Co.
  - East Village/Lower East Side
  - Frederick Douglass Blvd (Central/ South Harlem)
- **Garment Center**
  - Ginzburg
  - Goldwater Hospital
  - Hudson Square
  - Hudson Square North
  - Hudson Yards
  - Javits Area
  - Ladies M/B (w/ private applicant)
  - M3-GD Zoning District
- **Manhattanville**
  - Moynihan Station East
  - Northern Tribeca
  - River Place II
  - Riverside Center
  - Seward Park
  - Site 5B/5C
  - South Midtown Manufacturing Districts
  - The Clinton Park
- **Upper Park Avenue Corridor**
  - Upper West Side
  - West 44th Street & 11th Avenue (w/ HPD)
  - West Chelsea
  - West Clinton/11th Ave
  - West Harlem
  - Western Rail Yards

### BRONX

**Adopted or Potential Rezonings**
- **161st Street/River Avenue**
  - Barlow Avenue
  - Barossa Village
  - Bronx Center/Hub
  - Bronx River
  - Crossroads Plaza
  - Crotona Park East
  - Crotona Terrace
  - East Fordham Road
  - Jerome Avenue North
  - Kingsbridge
  - Lower Concourse
  - Melrose Crescent
  - Morrisania
- **Park Avenue/Morrisania**
  - Parkchester/Van Nest
  - Port Morris/Bruckner Blvd
  - St. Ann’s Ave Dev.
  - Third Avenue/Tremont Avenue
  - Via Verde / The Green Way
  - Wakefield/Eastchester
- **Brooklyn Bridge Modernization**
  - Goethals Bridge Modernization

### BROOKLYN

**Adopted or Potential Rezonings**
- **363-365 Bond St**
  - 470 Vanderbilt Avenue
  - Atlantic Terrace
  - Atlantic Yard
  - BAM Cultural District
  - Baptist Medical Center
  - Bay Ridge Mixed Use Dev.
  - Bedford-Stuyvesant North
  - Bedford-Stuyvesant South
  - Boerum Hill
  - Bridge Plaza
  - Brighton Beach
  - Broadway Junction
  - Broadway Triangle (w/ HPD)
  - Brownsville
  - Clarkson Avenue
  - Columbia Hixs
  - Coney Island
  - Coney Island Commons (w/ HPC)
  - Coney Island Mixed Use District
  - Cook Street Muni Lot
  - Crown Heights
  - Crown Heights II
  - Culver El (w/ HPC)
  - Dahnil Road
  - Dock Street DUMBO
  - Downtown Brooklyn
  - Downtown Brooklyn
  - East Flatbush
  - East Williamsburg/ Bushwick
  - Flatbush
  - Fort Greene/Clinton Hill
  - Gateway Estates II (w/ HPC)
  - Gowanun
  - Greenpoint Hospital
  - Greenpoint/Williamsburg
  - Greenpoint/Williamsburg Contextual Rezoning
  - Keedurn Winery
  - Midwood
  - Navy Green/The Brig (w/ HPC)
  - Park Slope
  - Public Place (w/ HPC)
  - Red Hook
  - Rose Plaza on the River
  - South Park Slope
  - Sunset Park
  - The New Domino

### QUEENS

**Adopted or Potential Rezonings**
- **3800 Jones Ave**
- **Avenue U**
- **Brooklyn Army Terminal**
- **Broadway**
- **Brooklyn Navy Yard**
- **Brooklyn Technical Triangle**
- **Brooklyn Terminal Market**
- **BRT: Flatbush Ave Corridor**
  - BRT: Southern Bikly East-West Corridor
  - BRT: Utica Ave Corridor
  - Bushwick Inlet Park
  - Canarsie El Relocation
  - CBD: Northeast Brooklyn
  - Columbia Street
  - Coney Island Avenue
  - Coney Island Yards Climate Adaptation
  - East New York Sustainable Communities
  - Empire Blvd (East Flatbush)
  - Fourth Avenue M/D
  - Fulton Street (East New York)
  - Gateway Connection
  - IBZ: Brooklyn Navy Yard
  - IBZ: East New York
  - IBZ: Flatlands/Fairview
  - IBZ: Greenpoint/Williamsburg
  - IBZ: North Brooklyn
  - IBZ: Southwest Brooklyn
  - Kings Highway (East Flatbush)
  - Linden Blvd (East Flatbush)
  - Livonia Avenue
  - Loew’s Sear’s
  - Macdonald avenue
  - Myrtle Ave (Bushwick)
  - New Utrecht Ave
  - Nostrand Ave (East Flatbush)
  - Pfizer Vacant Sites
  - Pitkin Ave (East New York)
  - Rheingold
  - Utica Ave (East Flatbush)
  - Wyckoff Ave (Bushwick)

**Other Projects**
- **BRT: Flushing-Jamaica Service**
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4. STRATEGIC TRANSPORTATION INITIATIVES AND INVESTMENTS

The final element of the Shared Vision is the Strategic Transportation Initiatives and Investments. A growing and dynamic region is envisioned over the next two decades and the preservation, enhancement, and the strategic improvement of the extensive transportation system is necessary to support the region. The initiatives and investments listed on the following pages, and further described in Chapter 5: System Improvements and Actions, are transportation investments that are critical to support the sustainable growth outlined in Plan 2040. These projects focus on actions planned to preserve, enhance, and grow the transportation system.

The charts on the following pages list the near-term actions that are or will be undertaken predominantly in the 2014-2018 timeframe. These actions are divided into four categories:

- **Category A - Planning Initiatives**
- **Category B - Project Planning and/or Environmental Assessments for Vision Projects**
- **Category C - Programmed Improvement Projects Over the Next Five Years**
- **Category D - Programmed Improvement Projects Beyond the Next Five Years**

The initiatives and investments are shown on Map 3 on pages 1-23 and 1-24.
## NEAR TERM ACTIONS CATEGORY A: PLANNING INITIATIVES

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Activity or Project</th>
<th>Related Goal</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>All</td>
<td>Evaluate and enhance demand management programs</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
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<tr>
<td>A2</td>
<td>All</td>
<td>Evaluate and enhance mobile source emissions reduction programs</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A3</td>
<td>All</td>
<td>Inventory greenhouse gas emissions</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
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<tr>
<td>A4</td>
<td>All</td>
<td>Plan for expanded road pricing</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
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<tr>
<td>A5</td>
<td>All</td>
<td>Continue planning for multi-modal access to ports and airports</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A6</td>
<td>All</td>
<td>Continue planning for multi-modal goods movement and distribution improvements</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A7</td>
<td>All</td>
<td>Advance the recommendations of the New York-Connecticut Sustainable Communities Initiative</td>
<td>Improve the regional quality of life through 2023</td>
<td></td>
</tr>
<tr>
<td>A8</td>
<td>All</td>
<td>Continue local capacity-building through community planning workshops</td>
<td>Improve the regional quality of life</td>
<td>annually</td>
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<tr>
<td>A9</td>
<td>All</td>
<td>Continue planning for transportation sector clean fuels expansion</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
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<tr>
<td>A10</td>
<td>All</td>
<td>Planning for ferry service enhancements and station access improvements</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>A11</td>
<td>All</td>
<td>New York-New Jersey-Connecticut Transportation Vulnerability Assessment and Adaptation Analysis</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A12</td>
<td>All</td>
<td>New cooperative partnerships with multiple government agencies when responding to disasters</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A13</td>
<td>All</td>
<td>New partnerships through the Federal Disaster Recovery Framework for recovery for disasters</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A14</td>
<td>All</td>
<td>Develop comprehensive access to safety-related data</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A15</td>
<td>All</td>
<td>Develop a regional approach to safety-related data analysis</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A16</td>
<td>All</td>
<td>Develop operating procedures for safety and security considerations</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A17</td>
<td>All</td>
<td>Enhance Safe Routes to School and Safe Streets for Seniors programs</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A18</td>
<td>All</td>
<td>Reach consensus on other alternative funding sources to be used individually and corporately</td>
<td>Build the case for obtaining resources to implement regional investments</td>
<td>2014-2018</td>
</tr>
<tr>
<td>A19*</td>
<td>LI</td>
<td>Suffolk County Connect LI Bus Rapid Transit Feasibility Study</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
</tbody>
</table>

LI = Long Island; LHV = Lower Hudson Valley; NYC = New York City; All = NYMTC Planning Area
* = only one Category A project (A19) is shown on Map 3 on pages 1-23 and 1-24
### NEAR TERM ACTIONS CATEGORY B: PROJECT PLANNING OR ENVIRONMENTAL ASSESSMENTS FOR VISION PROJECTS

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Activity or Project</th>
<th>Related Goal</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1*</td>
<td>All</td>
<td>Cross Harbor goods movement improvements; America’s Marine Highway System recommendations</td>
<td>Enhance the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B2</td>
<td>LI</td>
<td>Long Island Motor Parkway Trail</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B3</td>
<td>LI</td>
<td>Nassau Hub Preliminary Regional Study Area transportation improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B4</td>
<td>LI</td>
<td>Suffolk County Connect LI - Wyandanch Rising, Heartland, Ronkonkoma Hub transit-oriented development</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B5</td>
<td>LI</td>
<td>NY 347 corridor reconstruction</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B6</td>
<td>LI</td>
<td>Sagtikos Parkway truck bypass</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B7</td>
<td>LI</td>
<td>MTA LIRR Mainline Corridor Planning</td>
<td>Improve the regional quality of life</td>
<td>post-2018</td>
</tr>
<tr>
<td>B8</td>
<td>LI</td>
<td>Suffolk County Connect LI: Route 110, Sagtikos / Sunken Meadow Parkways, and CR 97 transit improvements</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B9</td>
<td>LHV</td>
<td>I-684 capacity improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B10</td>
<td>LHV</td>
<td>Southeast MTA MNR Station - parking and pedestrian improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B11</td>
<td>LHV</td>
<td>I-287 Corridor transit enhancements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B12</td>
<td>LHV</td>
<td>Tarrytown-Port Chester local transit improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B13</td>
<td>LHV</td>
<td>Southern Westchester East-West Corridor transit improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B14</td>
<td>LHV</td>
<td>Central Avenue Bus Rapid Transit</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B15</td>
<td>LHV</td>
<td>Cross County Parkway - Saw Mill River Parkway interchange</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B16</td>
<td>LHV</td>
<td>Port Jervis Line improvements</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B17</td>
<td>NYC</td>
<td>Moynihan Station Phase II</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B18</td>
<td>NYC</td>
<td>Brooklyn and East River waterfront greenways</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B19</td>
<td>NYC</td>
<td>No. 7 Subway Tenth Avenue Station</td>
<td>Improve the regional quality of life</td>
<td>post-2018</td>
</tr>
<tr>
<td>B20</td>
<td>NYC</td>
<td>Staten Island North Shore transit improvements</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>Project Code</td>
<td>Location</td>
<td>Project Description</td>
<td>Outcome</td>
<td>Timeline</td>
</tr>
<tr>
<td>--------------</td>
<td>----------</td>
<td>---------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>B21</td>
<td>NYC</td>
<td>Bruckner-Sheridan Interchange</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B22</td>
<td>NYC</td>
<td>East River crossings and Hudson River crossings bus / HOV capacity</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B23</td>
<td>NYC</td>
<td>Cross Bronx Expressway improvements</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B24*</td>
<td>NYC</td>
<td>Additional New York City Select Bus Service routes</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B25</td>
<td>NYC</td>
<td>Long Island Expressway (Queens) HOV / Active Transportation Demand Management</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B26</td>
<td>NYC</td>
<td>Staten Island Ferry terminals and vessels</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B27</td>
<td>NYC</td>
<td>Kew Gardens (Queens) interchange</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B28</td>
<td>NYC</td>
<td>Trans-Hudson Bus System Improvements</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B29*</td>
<td>NYC</td>
<td>MTA NYCT Queens Communications-Based Train Control</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B30*</td>
<td>NYC</td>
<td>MTA NYCT vehicle fleet, depot and station expansion; sustainability investments</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B31</td>
<td>NYC &amp; LHV</td>
<td>CSX River Line second track and Amtrak Gateway project</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B32</td>
<td>NYC &amp; LHV</td>
<td>North-East Corridor and Empire Corridor inter-city passenger and freight rail improvements</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B33</td>
<td>NYC &amp; LHV</td>
<td>Hudson River Valley Greenway Link</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>B34</td>
<td>NYC &amp; LHV</td>
<td>MTA Metro-North Railroad Penn Station Access</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
</tbody>
</table>

LI = Long Island; LHV = Lower Hudson Valley; NYC = New York City; All = NYMTC Planning Area
* = Category B projects that are not shown on Map 3 on pages 1-23 and 1-24
### NEAR TERM ACTIONS CATEGORY C: PROGRAMMED IMPROVEMENT PROJECTS OVER THE NEXT FIVE YEARS

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Activity or Project</th>
<th>Related Goal</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1*</td>
<td>All</td>
<td>Advance programmed transit improvements and enhancements in the 2014-2018 TIP</td>
<td>Enhance the regional environment; Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C2*</td>
<td>All</td>
<td>Advance programmed mobility and traffic improvement projects in the 2014-2018 TIP</td>
<td>Enhance the regional environment; Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C3*</td>
<td>All</td>
<td>Advance programmed pedestrian-bicycle projects in the 2014-2018 TIP</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C4*</td>
<td>All</td>
<td>Advance congestion-related improvements and enhancements in the 2014-2018 TIP</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C5*</td>
<td>All</td>
<td>Advance preservation-related and SOGR-related projects in the 2014-2018 TIP</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C6*</td>
<td>All</td>
<td>Advance resiliency-related improvements to the existing system in the 2014-2018 TIP, including Hurricane Sandy recovery projects as appropriate</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C7*</td>
<td>All</td>
<td>Advance safety improvements and enhancements in the 2014-2018 TIP</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C8</td>
<td>LI</td>
<td>MTA LIRR Ronkonkoma Branch second track</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C9*</td>
<td>LI</td>
<td>Nassau County Coastal Evacuation Routes project</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C10</td>
<td>LHV</td>
<td>Tappan Zee Hudson River Crossing project</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2017</td>
</tr>
<tr>
<td>C11</td>
<td>LHV</td>
<td>CSX West Shore River Line Safety and Quiet Zone</td>
<td>Improve the regional quality of life</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C12</td>
<td>LHV</td>
<td>Central Avenue transit signal priority</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C13</td>
<td>LI &amp; NYC</td>
<td>MTA LIRR East Side Access</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C14</td>
<td>NYC</td>
<td>St. George’s Terminal ramp reconstruction</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C15</td>
<td>NYC</td>
<td>East River Bridges Hazard Mitigation project</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C16</td>
<td>NYC</td>
<td>Manhattan Bridge cables and suspenders; and seismic retrofit</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C17</td>
<td>NYC</td>
<td>Ed Koch Queensboro Bridge seismic retrofit</td>
<td>Enhance the safety and security of the transportation system</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C18</td>
<td>NYC</td>
<td>Bayonne Bridge clearance project</td>
<td>Improve the regional economy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>C19</td>
<td>NYC</td>
<td>Goethals Bridge replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>2014-2018</td>
</tr>
</tbody>
</table>

LI = Long Island; LHV = Lower Hudson Valley; NYC = New York City; All = NYMTC Planning Area  
* = Category C projects that are not shown on Map 3 on pages 1-23 and 1-24
## NEAR TERM ACTIONS CATEGORY D: PROGRAMMED IMPROVEMENT PROJECTS BEYOND THE NEXT FIVE YEARS

<table>
<thead>
<tr>
<th>#</th>
<th>Area</th>
<th>Activity or Project</th>
<th>Related Goal</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1*</td>
<td>All</td>
<td>Advance Bus Rapid Transit and managed-use lane projects as part of a regional system</td>
<td>Enhance the regional economy</td>
<td>through 2023</td>
</tr>
<tr>
<td>D2*</td>
<td>All</td>
<td>Advance the Plan 2040 Pedestrian-Bicycle Element</td>
<td>Improve the regional quality of life</td>
<td>through 2023</td>
</tr>
<tr>
<td>D3*</td>
<td>All</td>
<td>Continue application of Complete Streets policies</td>
<td>Improve the regional quality of life</td>
<td>through 2023</td>
</tr>
<tr>
<td>D4*</td>
<td>All</td>
<td>Pursue agreed upon funding sources</td>
<td>Build the case for obtaining resources to implement regional investments</td>
<td>through 2023</td>
</tr>
<tr>
<td>D5</td>
<td>NYC</td>
<td>Select Bus Service routes</td>
<td>Enhance the regional environment</td>
<td>through 2023</td>
</tr>
<tr>
<td>D6</td>
<td>NYC</td>
<td>MTA NYCT Second Avenue Subway phases 2-4</td>
<td>Enhance the regional environment</td>
<td>post 2018</td>
</tr>
<tr>
<td>D7*</td>
<td>NYC</td>
<td>Expand Park Smart, Commercial Paid Parking, Delivery Windows and other approaches to address congestion</td>
<td>Enhance the regional environment; Improve the regional economy</td>
<td>through 2023</td>
</tr>
<tr>
<td>D8</td>
<td>NYC</td>
<td>Moynihan Station Phase I and PATH system modernization</td>
<td>Enhance the regional economy</td>
<td>through 2023</td>
</tr>
<tr>
<td>D9</td>
<td>NYC</td>
<td>Complete reconstruction of Belt Parkway Bridges</td>
<td>Improve the regional economy</td>
<td>through 2023</td>
</tr>
<tr>
<td>D10*</td>
<td>NYC</td>
<td>Promote and expand DeliverEase</td>
<td>Improve the regional quality of life</td>
<td>through 2023</td>
</tr>
<tr>
<td>D11</td>
<td>NYC</td>
<td>Kosciuszko Bridge replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D12</td>
<td>NYC</td>
<td>East 153rd Street Bridge replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D13</td>
<td>NYC</td>
<td>City Island Bridge replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D14</td>
<td>NYC</td>
<td>Shore Road Bridge rehabilitation</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D15</td>
<td>NYC</td>
<td>Riker’s Island Bridge reconstruction</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D16</td>
<td>NYC</td>
<td>Bronx River Parkway Bridge replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D17</td>
<td>NYC</td>
<td>Cross Bronx Expressway Bridge rehabilitation</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D18</td>
<td>NYC</td>
<td>Brooklyn Queens Expressway - Grand Central Parkway interchange</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D19</td>
<td>NYC</td>
<td>Rehabilitation of Belt Parkway bridges</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D20</td>
<td>NYC</td>
<td>Major Deegan Expressway deck replacement</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
<tr>
<td>D21</td>
<td>NYC</td>
<td>Van Wyck Expressway bridges</td>
<td>Provide a convenient, flexible, and resilient transportation system within the region</td>
<td>through 2023</td>
</tr>
</tbody>
</table>

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* = Category D projects that are not shown on Map 3 on pages 1-23 and 1-24
Near Term Actions

- Category A: Planning initiatives
- Category B: Project planning or environmental assessments for vision projects
- Category C: Programmed improvement projects over the next five years
- Category D: Programmed improvement projects beyond the next five years

Labels for each project correspond their number as listed in the preceding Strategic Transportation Initiatives and Investments tables.
REGIONAL ECONOMIC DEVELOPMENT COUNCIL
DEVELOPMENT AREAS AND PROJECTS

In 2011 New York’s Governor created 10 Regional Councils, including one each in Mid-Hudson, Long Island and New York City, to develop long-term strategic plans for economic growth for their regions. These councils are public-private partnerships made up of local experts and stakeholders from business, academia, local government, and non-governmental organizations. In order to pursue their defined economic development objectives the Councils identified a number of projects, many of which have implications for transportation planning and growth in the NYMTC planning area.

Projects identified for the NYMTC planning area include the following:

**Lower Hudson Valley:**
- Installation of a biotechnology incubator at New York Medical College in Westchester County
- Construction of a new Tappan Zee Bridge in Westchester County
- Development of a law enforcement training center in Putnam County
- Improvements to the West Point Foundry Preserve trail in Westchester and Putnam County providing access to Metro-North, downtown Cold Spring, and the Hudson River
- Construction of Harbor Square Promenade Park along the Hudson River in Ossining, Westchester County, a new mixed-use waterfront development
- Redevelopment of the central business district in the village of Spring Valley, Rockland County
- Renovation of the Nanuet Mall into a Main Street-type pedestrian mall in Rockland County

**New York City:**
- Modernization of the Hunts Point Produce Market in the Bronx which will include a 20 percent increase in capacity and improved environmental conditions
- The construction of five new green streets and a large green roof at St. Mary’s Recreation Center in the Bronx using new green techniques and materials
- Revitalization of waterfront parkland in the densely populated neighborhoods of the South Bronx, Lower Manhattan, and Coney Island in Brooklyn
- Implementation of four vital aspects of New York City’s waterfront plan: improved government oversight, economic development on the waterfront, restoration of the natural waterfront, and increased climate resilience
- Expansion of the Brooklyn Waterfront Greenway and park space
- Restoration of Sherman Creek for waterfront access which will include improving health and quality of life in this area of Northern Manhattan
- Construction of the East Park section of Fresh Kills Park in Staten Island which will include pedestrian and bicycle trails and a kayak and canoe launch

**Long Island**
- Rehabilitation and revitalization of several buildings and streets in Downtown Historic Oyster Bay in Nassau County
- Revitalization and sewer upgrade of downtown Hempstead, Nassau County for transit oriented development
- Road improvements as part of the Heartland Town Square mixed-use development project in Islip, Suffolk County
- Construction of the Ronkonkoma Hub transit-oriented development in Islip, Suffolk County
- Transformation of Wyandanch Rising in Babylon, Suffolk County into a mixed-use, mixed income green community that provides jobs and housing for inhabitants
- Purchase of the Pipes Cove Complex in the Town of Southold in Suffolk County in order to complete the Bay to Sound Trail
- Completion of the Harborwalk component of Harbor Waterfront Park which will provide pedestrian access to the waterfront in Port Jefferson, Suffolk County
5. NYMTC OVERVIEW

MPOs AND THE ROLE OF NYMTC IN REGIONAL PLANNING

Metropolitan Planning Organizations (MPOs) are the force behind transportation development in urbanized regions. These organizations bring together the public with stakeholders and local and regional governments to start a dialogue on transportation opportunities and issues. These discussions are then turned into projects that are partially funded by Federal transportation dollars, and shape the transportation network and infrastructure in the region.

NYMTC is the MPO for the New York City Region. NYMTC organizes the transportation concerns of the five boroughs of New York City and the counties of Nassau, Suffolk, Westchester, Putnam, and Rockland. Together they create a transportation plan that distributes funding and prioritizes projects in a manner that is suitable for the entire metropolitan area. As shown in the map above, this region is divided into three subregions called Transportation Coordinating Committees (TCCs): New York City, Mid-Hudson South, and Nassau-Suffolk. The area that encompasses the Mid-Hudson South TCC is often referred to in Plan 2040 as the Lower Hudson Valley.

To assess the goals of MPOs, the Federal Government requires a long-range and a short-range regional transportation plan. For NYMTC, these plans are the 25-year Regional Transportation Plan (RTP), the five-year Transportation Improvement Plan (TIP), and the one-year Unified Planning Work Program (UPWP). Plan 2040 is the 2015-2040 Regional Transportation Plan for the region. NYMTC studies potential transportation improvements, forecasts future conditions and needs, and pools the concerns of the public with the planning resources and expertise of its member agencies to facilitate the development of a shared strategic vision for transportation and development in the region. In doing so, NYMTC fulfills Federal planning requirements and maintains the eligibility of its region for Federal funding for transportation planning and improvements.

The NYMTC planning area has developed around a world-class urban center – New York City. This metropolis is the economic engine for the region as well as for the United States. The city features
a significant business agglomeration: in 2012, the NYMTC planning area was home to the headquarters of 49 Fortune 500 companies and the broader tri-state metropolitan area, which includes northern New Jersey and southwestern Connecticut, is home to many more. The high concentration of internationally competitive firms in the region, coupled with an entrepreneurial business climate are incentives for global companies to operate in the regional market; their presence in turn spurs greater economic activity. According to the U.S. Census Bureau, the knowledge-based industry sectors (e.g., finance and insurance; professional, scientific, & technical services; and health care and social assistance) accounted for about 37 percent of total jobs in the NYMTC planning area in 2010. In terms of aggregate personal income in 2010, these sectors represented roughly 53 percent of the annual income generated in the NYMTC planning area, or approximately $323 billion. In addition to being a hub of the knowledge economy, the NYMTC planning area is one of the world’s leaders in arts and culture. The role played by transportation in facilitating the movement of people and goods, thus reinforcing economic development, cannot be underestimated. Despite moving enormous numbers of people each day, the regional transportation network is increasingly congested. Traffic congestion costs the New York region more than $13 billion per year in delay costs and revenue losses. Identifying and implementing improvements to the regional transportation network is a crucial to assuring sustainable economic growth in the region.

People living in the region are the movers of the economy: their innovation drives growth and fuels development. Therefore, NYMTC seeks to place public input at the center of regional transportation planning in order to improve the economic conditions and quality of life of the region at large. If the public is inconvenienced by delays and overcrowded transportation, or if the system is not sufficiently maintained and expanded, growth in the region will decline, the economy will suffer, and the entire NYMTC planning area will be at a loss. To keep people and ideas flowing, transportation networks must continue to improve and become more efficient. For this to happen, the concerns and needs of the public must be incorporated into every step of the planning process.

THE MISSION

NYMTC acts as a platform for collaborative discussion on transportation-related issues from a regional perspective. It facilitates informed decision-making within the Council by providing sound technical analysis of projects, concerns, and developments. NYMTC ensures that the region is prepared to obtain the maximum federal funds available to achieve the goals of the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program. All of this is in an attempt to focus the collective planning activities of all Council members to achieve a shared regional vision.
NYMTC is comprised of the NYMTC Council which is made up of the chief elected and appointed officials of the member agencies; the Program, Finance and Administration Committee (PFAC), which oversees the day-to-day operations of the organization; the three subregional Transportation Coordination Committees (TCCs), which provide sub-regional planning forums; and a professional staff, responsible for conducting the daily business of the organization. The NYMTC Council is divided into two groups: a group of nine voting members and another group of seven non-voting advisory members (see Figure 1).

THE METROPOLITAN PLANNING PROCESS

The metropolitan planning process facilitates a cooperative, continuous, and comprehensive regional framework for multi-modal transportation planning, as required by Federal regulation. As part of this process, NYMTC produces the following (see Figure 2):

Three Planning Products
- The Regional Transportation Plan (RTP), which describes long-range goals, objectives, and strategies, typically over a 25-year horizon for the NYMTC planning area;
- The Transportation Improvement Program (TIP), which defines funding for specific investments and actions over a five-year horizon;
- The Unified Planning Work Program (UPWP), which determines how funding for planning activities will be spent over the course of a program year.

Two Planning Processes
- The Congestion Management Process (CMP) is a systematic approach, collaboratively developed and implemented throughout the region, which provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.
- The Air Quality Conformity Process provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas).
THE FEDERAL CONTEXT

NYMTC is required by federal legislation to prepare the Regional Transportation Plan every four years to serve as a blueprint for transportation planning and implementation over at least a 20-year period. The most recent legislation, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law by the President of the United States on July 6, 2012. In addition to requirements spelling out the development of a long range transportation plan, the legislation also includes eight planning factors that need to be considered in metropolitan transportation planning process. These factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system.

The authority for NYMTC’s Regional Transportation Plan is also found in other Federal legislation and guidance such as 23 United States Code (U.S.C) 134 (h) and (j); 49 U.S.C. 5303 (f); 42 U.S.C. 2000d et. seq. (Title VI of the Civil Rights Act of 1964 as amended); the Environmental Justice Executive Order of 1997; and the National Environmental policy Act of 1969 (NEPA).

MEGAREGIONAL PLANNING WITH AREA MPOs

Inter-organization communication is essential for sustaining the integrity of overlapping transportation networks, ecosystems, economies, and environments. To address these geographically expansive issues, NYMTC must plan at the ‘megaregional’ scale. NYMTC recognizes the importance of megaregional planning in the global context and among cities. Council members understand that the economy of the NYMTC planning area relies heavily on seamless connections in transportation. There are also environmental impacts and sustainability issues related to how each region addresses congestion, air quality, and water quality.

NYMTC is part of a coordinated transportation planning Memorandum of Understanding (MOU) between the North Jersey Transportation Authority (NJTPA), the South Western Region Metropolitan Planning Organization (SWRMPO), the Greater Bridgeport / Valley Metropolitan Planning Organization (GBVMPO), and the Housatonic Valley Council of Elected Officials (HV-CEO). The MOU recognizes that these metropolitan regions are interdependent of each other and share ecosystems, environments, transportation systems, and are socio-economically related. The implementation of this MOU is partially facilitated by the Metropolitan Area Planning (MAP) forum which is working on issues such as data exchange, information sharing on regional projects, and other transportation planning issues common to the MPOs.

One major megaregional project is the New York-Connecticut Sustainable Communities Consortium which is was formed in 2011 to launch a bi-state sustainability initiative for coordinated regional and local planning. The Consortium consists of:

- Mayors from nine New York and Connecticut cities (Bridgeport, Mount Vernon, New Haven, New Rochelle, New York, Norwalk, Stamford, White Plains, Yonkers);
- The New York City Department of City Planning Commissioner;
- Four Metropolitan Planning Organizations (GBVMPO, NYMTC, SWRMPO, and the South Central Regional Council of Governments or SCRCOG);
- The Nassau County Executive and Suffolk County Executive;
- Heads of two regional planning entities (Long Island Regional Planning Council; Regional Plan Association).

The Consortium continues to work together to develop livable communities and growth centers around the region’s commuter rail network that will expand economic opportunity by creating and connecting residents to jobs, foster new affordable, energy-efficient housing, provide more transportation choices, strengthen existing communities and make the region more globally competitive. The initiative will work to reduce congestion, improve the environment and create a strategy to build resilience to the effects of climate change.
URBAN AREA BOUNDARY (UAB) AND THE METROPOLITAN PLANNING AREA (MPA) BOUNDARY ADJUSTMENTS

The MPO is required to examine their Urbanized Area growth patterns following each decennial census. The US Census determines which areas are considered urbanized based on an area’s concentration of residential density. The urbanized area designations established in Census 2010 are used to establish FHWA and Metropolitan Planning Area (MPA) boundaries. Adjusting the Census urban area boundaries is a necessary first step in the roadway functional classification review.

While there is no requirement in law or regulation to adjust the 2010 Census urban area boundaries, adjusted or “smoothed” FHWA boundaries can facilitate transportation planning and programming activities and are to be drawn to include the areas expected to become urbanized within a 20-year horizon. Adjusted urban area boundaries are subject to approval by USDOT and need to be forwarded to FHWA and FTA with an approval letter from NYSDOT. The 2010 Urban Area Boundary map (see Figure 3) contains a minor adjustment that has been made to NYMTC’s UAB following the smoothing process. Conkling Point was changed from Rural to Urban in order to make the Urban Area Boundary smooth. Conkling Point is located at the north-west side of Shelter Island in Suffolk County.

Since existing, the NYMTC MPA boundary encompasses the entire 2010 Census urbanized area as well as the area expected to become urbanized within the next 20-year period, there has been no revision made to the MPA boundary. Figure 4 shows the NYMTC MPA boundary.
GETTING INVOLVED

NYMTC strives to engage the public in all planning efforts, from beginning to end. For a detailed discussion, including all of the public’s comments on Plan 2040, go to Appendix 7: Public Outreach and Participation. Involving a diverse set of communities in a planning process across a large geographic area is key to developing and implementing transportation investments that will be the most beneficial to, and accepted by, the very people relying on those resources. Every day, people in this region are acutely aware of how the transportation system is working, with valuable knowledge and insight into their needs and the needs of their communities. NYMTC’s public involvement program aims to be proactive, gathering input and ideas at early stages of the planning process for consideration as the process moves forward. The public is openly involved at the regional, subregional, and local level of the RTP and Figure 4 further illustrates the various points where the public is engaged with NYMTC in the planning process. Members of the public can get involved in any of the following ways:

- Visiting www.NYMTC.org where there is a resource on nearly every aspect of the regional transportation planning process, including major studies in your community, links to local web sites, calendars of meetings and study contacts. The site includes maps, charts and data online in an easy-to-navigate format, as well as a collective library of data on transportation issues and related topics.

- Subscribing to NYMTC Notes by sending an email to nymtc-notes@dot.ny.gov, or via www.NYMTC.org. This electronic newsletter provides an e-mail report on what’s new at NYMTC, with news and contacts for studies, recent survey results and new models for analysis, along with a calendar of upcoming meetings.

- Joining NYMTC’s mailing, emailing and fax lists to receive regular updates, information and notices of activities and public comment periods, including notification about the Regional Transportation Plan, Transportation Improvement Program and Unified Planning Work Program updates and amendments. Send requests to be added to nymtc-web@dot.ny.gov.

- Participating in the planning process for the development of the Regional Transportation Plan, Transportation Improvement Program and Unified Planning Work Program by attending meetings, submitting written comments, joining community visioning sessions and open houses. Notices of meetings are sent via mail, fax and email, and electronic notices are posted on the NYMTC website www.NYMTC.org and NYMTC’s Facebook page at www.Facebook.com/NYMTC.

- Participating in Advisory Working Groups, which strengthen the collaboration with the public on specific related issues, such as freight transportation, pedestrian and bicycle safety, and transportation demand management. A list of the working groups and contact information is available on www.NYMTC.org in the About NYMTC section.

- Providing comments on NYMTC’s products during public reviews. Notices of review are provided on www.NYMTC.org, on NYMTC’s Facebook page, and via mail, fax and email.

- Attending Metropolitan Area Planning Forums and Public Information Sessions, where the public and NYMTC staff discuss regional transportation topics and specific related issues, assuring that a wide range of opinions are considered and all voices are heard. The MAP Forum meetings are held annually, and meeting notices are posted on www.NYMTC.org, on NYMTC’s Facebook page, and via mail, fax and email.

- Join Town Hall Forums, such as those for the Sustainable Communities Consortium HUD grant, that involve the public in discourse about local transportation issues.

- Visiting the NYMTC Library at NYMTC’s Manhattan headquarters at 199 Water Street, 22nd floor, NYC, where studies, diagrams, data, models and more can be found.
