PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #403

AMENDMENTS TO THE PLANNING DOCUMENTS TO INCLUDE THE INTERSTATE 495 INTEGRATED CORRIDOR MANAGEMENT CONCEPT OF OPERATIONS STUDY

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, on February 24, 2015, the Federal Highway Administration announced the selection of the Interstate 495 (I-495) Integrated Corridor Management Concept of Operations Study for funding through the Federal Integrated Corridor Management Deployment Planning Grants Program; and

WHEREAS, a grant of $200,000 was awarded for the development of this study in a corridor that includes sections of I-495 and Route 3 (NJ 3) in New Jersey and I-495 (the Long Island Expressway or Queens-Midtown Expressway) in New York; and

WHEREAS, the corridor connects the New Jersey Turnpike (I-95) to the Van Wyck Expressway (I-678) and traverses 34th Street in Midtown Manhattan; and links three key regional facilities: the Lincoln Tunnel, the Port Authority Bus Terminal and the Queens Midtown Tunnel; and

WHEREAS, the application for this study had been developed by a bi-state partnership of agencies and metropolitan planning organizations, including NYMTC, under the leadership of the New York City Department of Transportation; and

WHEREAS, NYMTC’s current Federal Fiscal Years (FFYs) 2014-2040 Regional Transportation Plan, entitled A Shared Vision for a Sustainable Region, and herein after referred to as Plan 2040, was adopted by the Council on September 4, 2013; and

WHEREAS, the I-495 Integrated Corridor Management Concept of Operations Study is consistent with Plan 2040’s goals and desired outcomes as shown in Attachment 1 of this resolution; and

WHEREAS, the study is consistent with the Transportation System Operations and Management section of Plan 2040; and

WHEREAS, NYMTC’s Congestion Management Process identifies Midtown Manhattan streets and I-495 in Queens as critically congested in the long-term, and both the Lincoln Tunnel and Queens-Midtown Tunnel as chronically congested in the long-term; and

WHEREAS, the study needs to be specified in various sections of Plan 2040, per Attachment 1 of this resolution, and added to the New York City Multi-County listing of Projects, Proposals and Studies in Appendix 1 of Plan 2040; and

WHEREAS, based on the addition of the study to Plan 2040, NYMTC’s FFYs 2014-2018 Transportation Improvement Program and State Fiscal Year 2015-2016 Unified Planning Work Program need to be amended accordingly.

NOW, THEREFORE, BE IT RESOLVED, that NYMTC’s planning documents, Plan 2040, the FFYs 2014-2018 Transportation Improvement Program and State Fiscal Year 2015-2016 Unified Planning Work Program, are amended to reflect the changes described above.

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

ADOPTED: April 22, 2015

"I hereby certify that the above is a true copy of Resolution #403, Amendments to the Planning Documents to Include the Interstate 495 Integrated Corridor Management Concept of Operations Study, and was motioned by Ms. Denise Ramirez, representing the New York City Transportation Coordinating Committee and seconded by Mr. Gary Lemanier, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION
25 BRÄVER STREET v SUITE 201 v NEW YORK v NEW YORK v 10004 v 212.383.7200 v WWW.NYMTDC.ORG
Amended Section of Plan 2040: Addition to Chapter 1 Section 2 –Shared Goals

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
- Develop a Concept of Operations for the deployment of Integrated Corridor Management (ICM) along sections of the LIE and extending to NJ 495 and NJ 3 in New Jersey
<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>
</tr>
<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>
</tr>
<tr>
<td>A4</td>
<td>All</td>
<td>Plan for expanded road pricing</td>
<td>Enhance the regional environment</td>
<td>2014-2018</td>
</tr>
<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</td>
<td>Through 2023</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>
</tr>
<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>
</tr>
<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 from 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 for both motorized and non-motorized users</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 for both motorized and non-motorized users</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 for both motorized and non-motorized users</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 for both motorized and non-motorized users</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 or 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>
<tr>
<td>A20</td>
<td>NYC</td>
<td>Develop a Concept of Operations for the deployment of Integrated Corridor Management (ICM) along sections of the LI Expressway extending to NJ 495 and NJ 3 in New Jersey</td>
<td>Provide a convenient, flexible and resilient transportation system within the region</td>
<td>2015-2017</td>
</tr>
</tbody>
</table>
Amended Section of Plan 2040: Addition to Chapter 5 Section 3 – Preserving, Enhancing, & Growing the Transportation System: Strategic Investments, Initiatives & Major Projects

Concept of Operations for the Deployment of Integrated Corridor Management (ICM) Along Sections of the LIE and Extending to NJ 495 and NJ 3 in New Jersey

In February 2015, the NYMTC planning area received a Federal grant for $200,000 to develop a Concept of Operations (Con Ops) for the implementation of Integrated Corridor Management (ICM) in the region. The total project cost is estimated at $450,000. The corridor identified is one that is centrally located in the New York/New Jersey metropolitan area. The Corridor includes sections of Route 495 and Route 3 in New Jersey and Interstate 495 (the Long Island Expressway or Queens-Midtown Expressway) in New York. The Corridor traverses Midtown Manhattan and two key regional facilities - the Lincoln Tunnel and the Queens-Midtown Tunnel.

The Con Ops will establish the technical and administrative framework within which the partnering agencies can pursue ATDM initiatives that advance their strategic goals. These initiatives are expected to include:

- Reducing non-recurring delay and improving incident management by broadening the sources of real-time data about roadway performance
- Encouraging mode shift by giving travelers better information about their alternatives to driving, and by using technology to speed up transit
- Shifting freight movements to off-hours through policy changes and data partnerships with private sector shippers and receivers
- Reducing recurring congestion by using more granular data to target and mitigate congestion hot spots

The process itself will reveal the specific opportunities, synergies, and missing links that exist within the agencies’ technical assets in the Corridor. Furthermore, the Con Ops will identify ways to leverage data across partners, and to apply these to augment current operating practices. Finally, the Con Ops will point to opportunities to prioritize investments strategically in ways that enhance performance across all modes, times, and geographies within the Corridor.