

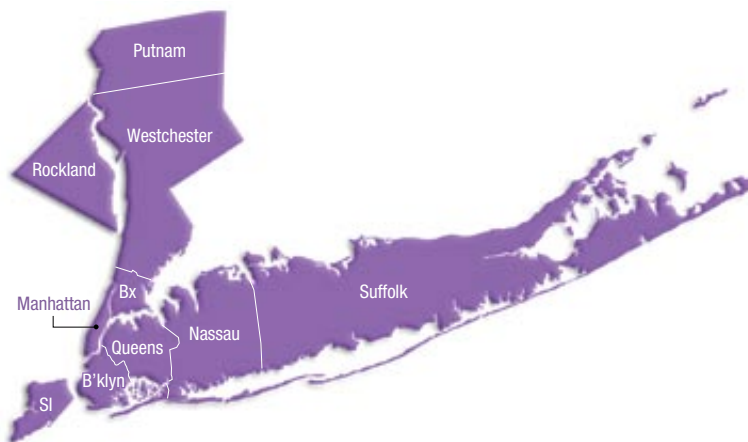
# THE FUTURE IS NOW



NEW YORK  
METROPOLITAN  
TRANSPORTATION  
COUNCIL



The New York Metropolitan Transportation Council (NYMTC) is a council of local governments, transportation providers and environmental agencies charged with developing a common vision of regional transportation. It is the venue for deciding how money is spent to build and maintain our transit systems, highways, bridges, roads and other surface transportation, and serves as the conduit for the distribution of transportation funds.



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## LETTER FROM THE CO-CHAIRMEN, NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



The Honorable Thomas J. Madison, Jr.  
Commissioner, NYSDOT



The Honorable Thomas R. Suozzi,  
Nassau County Executive

**A**s co-chairmen of the New York Metropolitan Transportation Council (NYMTC) for the past year, we are pleased to report NYMTC is back -- newly focused, energized and driving toward the future.

For the first time in its 24 year history, NYMTC's Principals agreed on Shared Goals for the region. Given the diverse interests of the many transportation providers and political constituencies we represent, this simple, singular consensus is a collective triumph of leadership -- one that will affect the transportation planning process for years to come. It is a Council we are both deeply proud to have served with.

### **Our Shared Goals are:**

- Improve the regional economy
- Enhance the regional environment
- Improve the quality of life
- Provide convenient, flexible transportation access within the region, and
- Build the case for obtaining resources to implement regional investments.

The Principals have begun work on action strategies to implement these Shared Goals. The goals will help us better evaluate future transportation plans, projects and funding. The Principals have also agreed on the

need to work as a region to compete for the limited pool of federal funds for priority projects.

Equally important, the recognition that transportation issues are fundamentally quality of life issues is a paradigm shift in transportation planning. Congestion on our roadways and transit systems, air quality issues and the legacy of ill-conceived development directly affect all residents. By identifying our common goals, and focusing our resources to achieve them, NYMTC has emerged a more energized and focused venue for truly regional transportation planning.

These achievements are due to the increased involvement of the Principals themselves and the support of the NYMTC staff working with the members' staffs. In the past, NYMTC's Principals generally met once a year, to review and approve initiatives of senior surrogates and staff. Meeting bimonthly at various venues across the region has allowed us to identify and develop a larger, more comprehensive regional perspective on our system's strengths, flaws and needs for the future.

In 2005, the NYMTC board adopted a new Regional Transportation Plan (Plan), setting out a vision of our transportation system through 2030; a Transportation Improvement Program (TIP), detailing the improvement projects selected for funding through 2010 that will move the region toward that vision; and a Unified

Planning Work Program (UPWP), that funds all current planning activities.

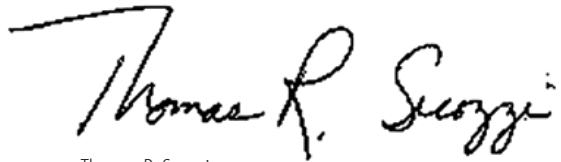
The region was granted a waiver of many air quality and transportation planning regulations following the terrorist attacks of Sept. 11, 2001. Most significantly, at the end of the waiver period, NYMTC was able to demonstrate that the region was in conformity with air quality standards as required by that waiver. This 2005 Conformity Determination is a significant milestone, as it both advances the public health and ensures the con-

tinuation of federal transportation funds to underwrite our system's improvements.

Looking back on our past year as co-chairs of NYMTC, we believe we have set the course for the future – one marked by involved leadership, hard-won consensus, pragmatic problem-solving and a commitment to improving the lives of all the people who live and work in the New York metropolitan area. With the Shared Goals to guide us, that future is now.



Thomas J. Madison, Jr.  
Commissioner, NYSDOT



Thomas R. Suozzi,  
Nassau County Executive

## LETTER FROM JOEL ETTINGER, EXECUTIVE DIRECTOR



**A**s many of you know, I was born and raised in Brooklyn. After a 36 year career with the U.S. Department of Transportation – 24 of them as Regional Administrator of the Federal Transit Administration (FTA) in Chicago – being named NYMTC’s Executive Director was a truly gratifying experience. Stronger than the sense of homecoming, was my sense that I had long prepared for the challenge.

As the FTA’s Regional Administrator I was responsible for overseeing the activities of more than 70 Metropolitan Planning Organizations (MPOs) in the Midwest. I reviewed Regional Transportation Plans, Transportation Improvement Programs (TIPs) and Unified Planning Work Programs (UPWPs). I understand the primacy of air quality conformity. I oversaw and conducted many certification reviews. But as keenly aware as I was of federal regulations governing MPOs, I was even more keenly aware of MPOs’ potential to provide a forum for truly regional transportation planning and quality of life improvements.

The stars aligned when I took up my post last March and found a Council likewise committed to making NYMTC that type of MPO. Through the committed, hands-on leadership of NYSDOT Commissioner Tom Madison and Nassau County Executive Tom Suozzi, NYMTC was speaking with one voice. The Shared Goals initiated by the Principals defined our institutional agenda and served to focus the staff’s energy and priorities. Administratively, I was again fortunate to work

with Tim Gilchrist, Secretary of the Council and Chairman of NYMTC’s Program, Finance and Administration Committee, whose in-depth knowledge of NYSDOT and NYMTC’s member agencies proved an invaluable resource in focusing our efforts

These new marching orders necessitated some changes of our policies and procedures. We are now in the process of eliminating NYMTC’s yearly budget carryovers to invest in studies that actually advance our regional Shared Goals. By eliminating dormant or moribund studies, we will be able to invest more than \$5 million in plans and programs that implement the regional vision articulated by the Principals’ Shared Goals.

Staff must likewise be redeployed. Using the FTA’s successful Program Management Oversight Program as a model, NYMTC will use contractors and consultants for many activities formerly done by staff, thereby freeing staff to focus on our first priority: regional transportation planning.

We are also streamlining the UPWP format, to make the transportation planning process more transparent, and thereby more accessible, to residents whose lives and routines may be affected by our plans. This year’s voluminous 355 page document is available in “digest” form, a 72-page Management Summary that is more explanatory and less arcane. In future years, the web version of the UPWP will be searchable by county, providing residents with a roadmap of local improvements,

as well as the comprehensive overview of all our studies and projects region-wide.

In addition to heightening NYMTC's regional profile, working with neighboring MPOs on important transportation and critical air quality issues, we are now actively working with leading national organizations involved in various aspects of transportation planning and implementation, including the National Association of Regional Councils, the Association of Metropolitan Planning Organizations, the American Public Transportation Association and the American Association of State Highway and Transportation Officials. Our goal is to glean 'best practices' from everywhere, as well as to spread the word about the many innovative activities being undertaken by NYMTC and its members.

Increasing public involvement in the transportation planning process is a goal mandated by federal law. It is also a specific priority of NYMTC Principals. In addi-

tion to NYMTC Notes, which is published twice monthly and has more than 3,000 subscribers, this year we published *A Guidebook for Public Involvement*, providing a step-by-step breakdown of how transportation projects are conceived, developed and funded, highlighting the precise points where the public can initiate or affect an outcome. We've begun a series of seminars, using the Guidebook as the text, for both community boards and local activists, to familiarize them with the process and to encourage their participation.

We plan to expand this program, as well as our web-based outreach, to ensure that our future plans respond to our residents' transportation needs and *their* vision for regional development, because while the future is clearly our destination, we at NYMTC know —perhaps better than most -- how we arrive at that future matters too. Others have said that 'It's the trip, not the destination, that counts.' We at NYMTC believe it's both.



Joel P. Ettinger,  
Executive Director

## NYMTC REGIONAL PROFILE

The NYMTC region is made up of the five boroughs of New York City and Long Island's Nassau and Suffolk counties, as well as Westchester, Rockland and Putnam counties of the lower Hudson Valley. It encompasses an area of 2,440 square miles, and is currently home to more than 12 million people, representing nearly 64 percent of New York State's population.

One of the most comprehensive transportation networks in the world transverses this diverse and dynamic region. In addition to extensive commuter rail, subways and buses, there are thousands of miles of roads, streets and highways, as well as several commercial airports and maritime facilities for both passenger and freight.

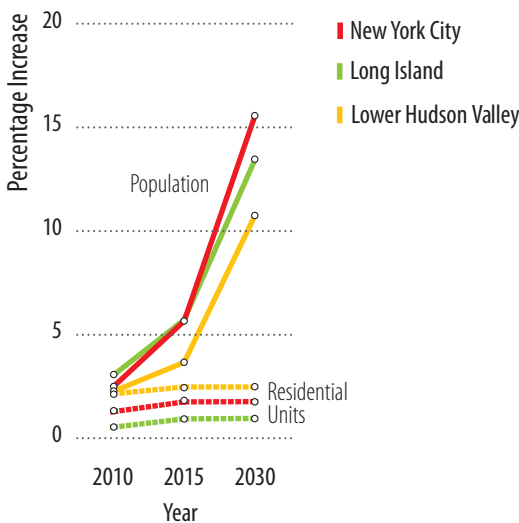
Our transportation network has given the region a distinct competitive advantage as a major national and international commercial center. On an average weekday, the region's transportation network carries 550,000 people on commuter rail; 3.1 million on buses; 4.6 million on rail rapid

transit; 128,500 on ferries; 150,000 on airlines; and millions more on the region's roads. In addition, 826,000 people move between New York and New Jersey by rail and bus, and thousands more via roads, bridges and tunnels.

The NYMTC region is the center of a great economic matrix, often called the New York Metropolitan Area, which consists of 31 counties in three states. This entire region is projected to grow by 4 million residents by 2030, bringing the total population to 26 million from the current 22 million. Economic growth will both follow and fuel this development, with regional employment projected to increase from 11.7 million jobs currently to nearly 15 million by 2030.

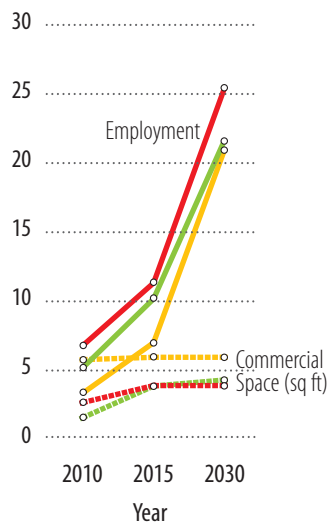
Supporting economic growth, while determining where these new residents will live, work, shop and play, and how they will get to their destinations, is intrinsic to transportation planning, as are our efforts to improve the quality of life of our residents as we work to protect the environment.

### Forecasted Population Growth vs. Planned Residential Space Development



Base-Year Residential Unit data was taken from the 2000 census

### Forecasted Employment vs. Planned Commercial Space Development



Base-Year Commercial Space data was approximated from 1997 values, less 14,000 sq ft lost on September 11, 2001





## NYMTC FOCUS: REDUCING CONGESTION, IMPROVING AIR QUALITY

**W**hen Congress granted the NYMTC region a waiver from clear air requirements for the years 2002–2005, it was with the condition that it develop emissions reduction programs to protect the public health. The growth and impact of these regional initiatives over the past three years contributed to NYMTC's success in demonstrating conformity with federal clean air standards in August 2005, thereby establishing its eligibility for federal transportation funds. Here are some of the highlights of NYMTC's efforts:

**Regional Commuter Choice** is an umbrella program operating under the Metropolitan Mobility Network sub-committee, and covers several initiatives aimed at increasing the number of commuters using alternatives to driving to work alone. Services are delivered through the Transportation Management Associations in the NYMTC area and include:

**NuRide**, the online, ride-sharing broker, began pilot operations on Long Island and the lower Hudson valley. By the end of December 2005, nearly 1,400 participants have enrolled.

**Best Workplaces for Commuters (BWC)**, a national program recognizing employers who provide transit subsidies, car or van pooling services, telecommuting options or bike rack facilities, increased its number of enrolled companies in the NYMTC region to 84. The EPA estimates the efforts of BWC employers have taken nearly 125,000 people out of the general traffic lanes

of the region's crowded highways, eliminating 52,000 metric tons of carbon dioxide and 1,700 short tons of carbon monoxide.

**Ozone Action Days** now has 620 businesses in its network. These partners alert their workers when ozone levels reach dangerous highs, enabling them to select transportation alternatives, such as transit or car pooling, or to take proactive measures, like refueling in the cooler evening hours, during these critical periods. The program's email alert system also grew, with 420 individuals now enrolled.

**Regional Clean Fuels** supports the implementation of new technologies to reduce vehicle fleet emissions in the region. In 2005, our 'clean fuel' fleet — both buses and commercial service vehicles — was nearly 15,000, a 15% increase over 2004. Simultaneously, NYMTC continues to work with fleet owners and operators to determine how best to introduce emission retrofit devices on heavy trucks and on-road diesel vehicles.

**Regional Signal Timing** means coordinating traffic lights to keep traffic flowing, ease congestion and reduce emissions. The EPA identifies this as one of the most cost efficient strategies for alleviating congestion and improving air quality. In 2005, traffic signals in the five boroughs of Manhattan and in Nassau, Westchester and Rockland counties were reviewed and evaluated for computerization. Implementation is expected throughout the NYMTC region by 2006.



## 2005 Milestones

- **NYMTC principals agreed on Shared Goals for the region**
- **New Executive Director named**  
Joel Ettinger, a native New Yorker and 36 year veteran of the US Department of Transportation, becomes NYMTC's seventh Executive Director, March 2005
- **Regional Transportation Plan 2005-2030**  
Adopted by NYMTC members August 2005
- **Transportation Improvement Program 2006-2010**  
Adopted by NYMTC members August 2005

## 2005 MAJOR PLANNING STUDIES

**T**he linked challenges of traffic congestion and air quality were a major focus of NYMTC's planning studies in 2005, including studies in lower Manhattan, the Hudson Valley, Southern Brooklyn and the East End of Long Island.

**Rt. 6/35/202/Bear Mountain Parkway Sustainable Development Study** Peekskill, Cortland and Yorktown adopted an inter-municipal agreement to implement the study's recommendations

**Staten Island West Shore Transportation and Land Use Study** Financed through NYMTC, the ongoing study by NYC Dept. of City Planning will guide the development of Staten Island's West Shore

**Sustainable East End Development Study (SEEDS)** This comprehensive land use and transportation infrastructure study was presented to elected officials in the summer of 2005, prompting Board-level consultations to finalize an inter-municipal agreement on development and transportation issues on Long Island's East End.

**Coney Island/Gravesend Sustainable Development Transportation Study** Using NYMTC's Best Practices Model, researchers are examining a series of land use and transportation scenarios and their projected impacts on this historic residential, recreational and commercial district. The data will be presented to area residents in 2006.

**Route 303 Sustainable Development Study** The specific scope for this study was developed and formalized in 2005. Rockland remains one of the fastest growing counties in the NYMTC region.

**The Congestion Management System** yielded the first comprehensive status report on congestion in the NYMTC region. It identified and quantified congestion choke points and, through the Regional Transportation Plan, will serve as a tool in developing future congestion mitigation programs. It will also inform the prioritization process in future UPWPs, TIPs and Plans.

**CATS-I** Phase I of the Canal Area Transportation Study resulted in surface re-paving, the installation of high

visibility crosswalks and computerized signal re-timing for this unique thoroughfare, which is both a busy local road and important regional corridor.

**CATS-II** The second phase of the Canal Area Transportation Study began a comprehensive, long range analysis of its role in regional transport. Public workshops were held in Spring 2005.

**Long Island Sound Waterborne Transportation Plan** examined the viability of increased ferry services — both for passengers and freight — to reduce traffic congestion and harmful emissions on Long Island's roadways. A joint study with the Greater Bridgeport Regional Planning Agency (GBRPA) and the Southwestern Regional Planning Agency (SWRPA) of Connecticut, it provided a data-based assessment of Long Island Sound's potential as a regional transportation alternative. Realizing that potential has been incorporated into NYMTC's Regional Transportation Plan.

**Rockaways Land Use and Transportation Study** will examine land use options and transportation solutions on the Rockaway peninsula.

**Feasibility of Freight Villages in the NYMTC Region** will assess the commercial viability of the freight village concept in our region, including centralized shipping and receiving, cargo breakdown and re-packaging. Regional economic development, both through jobs and the possible redevelopment of brown fields as freight village sites, will also be examined

**Multi-State Truck Stop Assessment** will inventory and access rest areas for placement, services and safety. This regional initiative includes areas overseen by surrounding MPOs in New Jersey and Connecticut, and advances the recommendations of NYMTC's Regional Freight Plan.

**Landside Access for Waterborne Services** will inventory and assess existing and potential landing sites for regional waterborne services.



## **2005 Milestones**

- **NYMTC region demonstrates conformity**  
with federal clean air standards August 2005
- **Environmental Justice Assessment**  
Adopted by NYMTC members August 2005
- **Unified Planning Work Program format streamlined**  
to make it more readable, thereby promoting transparency in the  
transportation planning process

## DATA AND TECHNICAL SERVICES

NYMTC has long been the repository of the region's transportation data.

Annually we publish:

- HUB-Bound Report
- Truck Toll Report
- Transportation Safety Report
- Travel Patterns in the New York Metro Area
- Regional Demographics
- Regional Transportation Statistics

In addition to providing planners, policy makers and the public with reliable data on the region's transportation infrastructure and its operations, NYMTC broke new ground in 2005, becoming the first MPO in the nation to use an activity-based transportation computer model to secure a conformity determination.

**NYMTC's Best Practices Model** (BPM) leverages comprehensive regional demographics to secure activity-based travel projections, i.e., projections based on how people actually drive, stopping to run errands as they make their way to their final destinations. The activity-based model produces more realistic and reliable data. In addition to being lauded by the US DOT, NYMTC's BPM was showcased at the Transportation Research Board's Annual Meeting in January 2006 as the nation's most successful and innovative travel model.

**ITS Regional Integration Strategy**, which was incorporated into the Regional Transportation Plan in August 2005, establishes a regional blueprint for all Intelligent Transportation System (ITS) applications in transportation technology for the next 20 years, enabling the region's various transportation service providers to communicate with each other. The pragmatic fruit of this highly technical achievement in 2005 is that Port Authority's PATH trains now accept New York Transit's Metrocards. Westchester's Bee Line buses will be accepting them by the end of the year.

Over the past 10 years, NYMTC's technical services have been in the forefront of regional Metadata development, securing member agreement on common ways to define, collect and share information. In doing this we anticipated the new SAFETEA-LU requirements, which mandates data sharing among MPO members.

In 2005, our Traffic Data Coordination Committee, Transit Data Coordination Committee and Geographic Information Services Coordination Committee began the standardization of 10 data collection categories and sharing practices.

### **NYMTC WEBSITE: Public Outreach, Professional Gateway**

The regional Shared Goals will also reshape NYMTC's website, making it more user-friendly for those uninitiated in the transportation planning process while simultaneously providing transportation professionals with added value features, like comprehensive GIS services and Metadata sharing to better coordinate a regional transportation planning process.

At the end of its three-phase revitalization, the general public will be able to search an archive of all plans and studies, data, meetings, lectures and presentations. Live traffic conditions via member agencies' streaming video will also be available, as will archival transportation data from both members and national transportation agencies and advocates.

Ultimately the NYMTC website will be the gateway for all regional transportation information and data for both the general public and transportation professionals. It will be a tool for information sharing among members, project coordination and decision making, as well as public information. Phase One, Content Reorganization, begins this year.



## 2005 Milestones

- **Regional Planning Corps formed** to expand public outreach by familiarizing community activists and the general public with the transportation planning process.
- **Clearinghouse for PM2.5 Conformity**  
NYMTC coordinated the initiative and documentation among nine other MPOs in a three state area to secure a conformity determination for regional PM2.5 emissions by April 2006 deadline.
- **September 11th Memorial Program for Regional Transportation Planning issues its first research and academic grants**  
The fund, established as a living memorial to the three NYMTC staff who died in the Sept. 11th attacks, is designed to motivate people interested in transportation planning and technology, and to encourage innovations in planning activities throughout the NYMTC region.

## ORGANIZATIONAL OPERATIONS

**N**YMTC's Program, Finance and Administration Committee (PFAC) oversees NYMTC's day-to-day operations. It makes decisions by consensus and is assisted by nine permanent sub-committees.

**Metropolitan Mobility Network** pioneered transportation demand management in the tri-state area. It oversees planning and coordination and is a collaborative effort of member agencies, regional Travel Demand Management organizations and interested stakeholders.

**Forecasting Working Group** – Develops consensus socio-economic and demographic forecasts. It is made up of member agencies and holds public meetings on an as needed basis.

**Freight Transportation Working Group** provides input into the Regional Freight Plan and on-going regional freight planning. In addition to representatives of member agencies, the freight group also includes transport agencies and MPOs from New Jersey and Connecticut.

**Pedestrian-Bicycle Working Group** provides input on the Ped-Bike elements of the Regional Transportation Plan and on-going regional ped-bike planning. Member agencies and interested stakeholders make up this group.

**Long Island Sound Ferry Coalition** conducts on-going planning for waterborne services in Long Island Sound. It coordinated input into the Long Island Sound Waterborne Transportation Plan. Membership consists of member agencies, coastal communities, Connecticut agencies and MPOs and interested stakeholders.



**Transportation Enhancement Program Working Group** solicits projects, evaluates proposals and provides administrative oversight of the Transportation Enhancement Program. Made up of member agencies, this group holds public meetings and workshops to educate potential grantees about the program's goals and grant criteria.

**ITS Working Group** informs the ITS Element of the Regional Transportation Plan and provides guidance on regional ITS planning. Representatives of member agencies make up this group; public meetings are held as needed.

**Safety Advisory Working Group** provides ongoing guidance for safety planning and coordination. It is made up of member agencies and routinely holds public meetings.

**Clean Technologies Group** oversees planning and coordination for the use of cleaner fuels and technologies. Member agencies and interested stakeholders sit on this committee.



Award recipient David Dayu Zhang, left, with Rebecca Shum, center, and Renee Alexander, right, two survivors of the three NYMTC employees who lost their lives as a result of the terrorists attacks of Sept. 11, 2001.

## **Sept. 11th Memorial Program for Regional Transportation Planning 2005 Inaugural Academic Awards**

- Li Chen, Civil Engineering, City College of New York
- Jeevanjot Singh, Civil Engineering, Rutgers University
- Wei Li, Civil Engineering, City College of New York
- David Dayu Zhang, Urban Planning, Columbia University



## GOING FORWARD, REMEMBERING

**T**he Sept. 11<sup>th</sup> Memorial Program for Regional Transportation Planning was conceived as a living memorial to the three NYMTC staff members -- Ignatius Adanga, Charles Lesperance and See Wong Shum -- who lost their lives that terrible day in 2001. But in addition to honoring their memory, NYMTC is determined to honor their professional lives and aspirations by advancing the cause of regional transportation planning.

Our inaugural recipients were four students pursuing advanced degrees in Civil Engineering and Urban Planning, two at City College of New York and one each at Columbia University and Rutgers University.

The four inaugural planning awards were made to:

- **The Hunts Point Economic Development Corporation's** Bronx Green Fleets Planning Initia-

tives which is creating a strategic plan to convert standard diesel fleets to alternative, cleaner fuels

- **Manhattan College's Department of Civil & Environmental Engineering** to develop a Regional Scale Air Quality Model, focusing on transportation-related air issues. The model will allow the impacts of transportation planning initiatives on local air quality to be better assessed
- **New York University's Rudin Center for Transportation Policy and Management** to identify areas for enhanced regional coordination in transportation and land use
- **WE ACT for Environmental Justice** to identify ways to incorporate the community's voice more actively into the transportation planning process.



IN MEMORY OF  
**IGNATIUS ADANGA**  
**CHARLES LESPERANCE**  
**SEE WONG SHUM**







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