

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettinger
Executive Director

MEETING SYNOPSIS OF THE JUNE 20, 2013 PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE MEETING

A. CALL TO ORDER AND ROLL CALL

The New York Metropolitan Transportation Council's (NYMTC) Program, Finance, and Administration Committee (PFAC) meeting was called to order by Ms. Heather Sporn of the New York State Department of Transportation (NYSDOT) on behalf of Ron Epstein, Chair of the PFAC, who was not able to attend the meeting. The committee members introduced themselves and a quorum was declared.

Ms. Sporn gave an outline of the meeting and noted that Resolution #362, Sub-allocation for FFY 2012 Section 5307 Funding and Resolution #363, Selection of Project proposals for FFY 2012 Job Access-Reverse Commute and New Freedom Funding were both tabled until July 11, 2013, for the next PFAC Meeting.

B. NYMTC EXECUTIVE DIRECTOR'S REPORT

Mr. Joel Ettinger noted that NYMTC had released four of its major products for public comment—the next Regional Transportation Plan, the related Congestion Management Process Status Report, the Transportation Improvement Program, and the Transportation Conformity Determination. The 30 day review period would end on July 18, 2013. All of the products can be retrieved from the website at WWW.NYMTC.ORG. He noted that all comments could be mailed, e-mailed or personally submitted at the public review meetings scheduled for July 16th at the Palisades Center in lower Hudson Valley; July 17th at NYMTC; and July 18th at the Republic Airport Main Terminal in Long Island. All meetings at each location will be held 3:30pm and 6:30pm. He announced that projects in the Plan 2040 and on the Transportation Improvement Program have been mapped in Google Earth for visualization purposes and could be accessed on the NYMTC website. He also announced that NYMTC and the NYS Department of Transportation were soliciting project proposals for the next round of the federally-funded Transportation Enhancement Program through August 16, 2013.

C. PRESENTATION

"NEC FUTURE Rail and Preliminary Alternatives Under Study in Northeast Corridor Rail Analysis" Rebecca Reyes-Alicea, Federal Railroad Administration

Ms. Rebecca Reyes-Alicea from the US Department of Transportation's Federal Railroad Administration gave a presentation on NEC FUTURE Rail and Preliminary Alternatives under Study in the Northeast Corridor Rail Analysis. She provided an overview of the rail investment program which was initiated in 2012 and focused on improving passenger rail service between Washington, D.C. and Boston. The presentation can be downloaded from the website at WWW.NYMTC.ORG.

NYMTC Regional Household Travel Survey Sangeeta Bhowmick and Jorge Argote, NYMTC Technical Group

Ms. Sangeeta Bhowmick, NYMTC's Acting Technical Group Director and Mr. Jorge Argote, of NYMTC staff gave a presentation on the 2010-2011 Regional Household Travel Survey that is scheduled to be released in July 2013. The presentation provided the estimation of the NYS Best Practices Model 2012 update; the current detailed measures of household travel behavior in the New York/New Jersey/Connecticut metro region, and regional transportation planning analysis. The presentation can be downloaded from the website at WWW.NYMTC.ORG.

D. PUBLIC PARTICIPATION

Mr. Murray Bodin, Concerned Grandparents, said that it was time to change to a new way of doing things. He said that if the agencies were doing things of his generational time, it was wrong and instead should join the new generation and think the way they think.

Mr. George Haikalis, President of the Institute for Regional Urban Mobility (IRUM) provided written remarks expressing their support of efforts by the USDOT to develop a long range plan to improve mobility in the Northeast Corridor (NEC) and noted that it was critical to strengthening the NY-NJ-CT region's economic vitality and global competitiveness. He also expressed that the current planning process highlighted the colossal failure of transportation planning in the region, the core of the NEC. Also included in the remarks were comments IRUM offered to the NEC planning during their scoping hearing. See attached remarks.

Mr. Joseph Clift submitted written remarks that expressed his concern that no details of the action items that would be considered during the meeting were posted on the website; and questioned NYMTC's self-certification as an MPO because of NYMTC's failure to work closely with NJTPA and other tri-state regional MPO's in developing and advancing regional solutions towards regional mobility problems. He also requested that efforts to be undertaken to correct deficiencies in the Federal Railroad Administration's NEC FUTURE Study team's planning process. See attached remarks.

E. ACTION ITEMS

1. ACCEPT: APRIL 18, 2013 MEETING SYNOPSIS

A motion to accept the April 18, 2013 Meeting Synopsis was made by Ms. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Mr. Robert Brickman, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The meeting synopsis was unanimously accepted.

2. ADOPT: RESOLUTION #361 – TRANSPORTATION CONFORMITY DETERMINATION FOR THE 2010-2035 REGIONAL TRANSPORTATION PLAN AND 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM, AS AMENDED

Ms. Angelina Foster of NYMTC staff said the purpose of the resolution was to demonstrate NYMTC's compliance with the new national ambient air quality standard for ozone. She said the determination and analysis was coordinated with the Orange County Transportation Council and that the analysis was done as per the U.S. Environmental Protection Agency's new regulation for this pollutant. The public review was done May 1st thru May 31st.

A motion to adopt Resolution #361, Transportation Conformity Determination for the 2010-2035 Regional Transportation Plan and 2011-2015 Transportation improvement Program, as amended, was made by Mr. John Pilner, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Ms. Karin Sommer, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

3. ADOPT: RESOLUTION #364 – SELF CERTIFICATION OF THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL AS A METROPOLITAN PLANNING ORGANIZATION

Mr. Gerry Bogacz, NYMTC's Planning Director explained that every four years the federal government does a certification review of NYMTC as a metropolitan planning organization. In between those years, NYMTC must self-certify that the mandated products required under federal regulation are in compliance.

A motion to adopt Resolution #364, Self Certification of the New York Metropolitan Transportation Council as a Metropolitan Planning Organization was made by Mr. Samuel Hornick, representing the New York City Transportation Coordinating Committee and seconded by Ms. Naomi Klein, representing the

Mid-Hudson South Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

4. ADOPT: RESOLUTION #365 – AMENDMENT TO THE 2010-2035 REGIONAL TRANSPORTATION PLAN FINANCIAL ASSESSMENT

Mr. Jan Khan of NYMTC staff explained that the purpose of the resolution was to amend the financial analysis of the current 2010-2040 Regional Transportation Plan (RTP) to accommodate changes that occurred in the Transportation Improvement Program—Mobility, Safety and Traffic projects. He said that there were no impacts in the fiscal constrain of the RTP.

A motion to adopt Resolution #365, Amendment to the 2010-2035 Regional Transportation Plan Financial Assessment was made by Mr. Garry Lenberger, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mr. Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

5. ADOPT: RESOLUTION #366 – AMENDMENTS TO THE STATE FISCAL YEAR 2013 UNIFIED PLANNING WORK PROGRAM TO REVISE SUFFOLK COUNTY, NEW YORK CITY DEPARMENT OF CITY PLANNING AND NYMTC STAFF PROJECTS

Mr. Gerry Bogacz, NYMTC's Planning Director explained that the purpose of the resolution was to amend various projects of Suffolk County and the New York City Department of City Planning which did not require new funding. He said that the resolution also amended projects of NYMTC that involved additional funding that would be added to the SFY 2013 Unified Planning Work Program based on the actual allocations received from the NYSDOT.

A motion to adopt Resolution #366, Amendments to the State Fiscal Year 2013 Unified Planning Work Program to Revise Suffolk County, New York City Department of City Planning and NYMTC Staff Projects was made by Mr. Robert Brickman, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mr. John Pilner, representing the Mid-Hudson South Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

6. ADOPT: RESOLUTION #367 – DESIGNATION OF A DESIGNATED RECIPIENT FOR THE ENHANCED SECTION 5310 PROGRAM

Mr. Gerry Bogacz, NYMTC' Planning Director explained that the Section 5310 Program is a discretionary capital assistance program which awarded granted to private non-profit organization to serve the transportation needs of elderly persons and persons with disabilities in cases where public transit was inadequate or inappropriate. He said that under the Moving Ahead for Progress in the 21st Century (MAP-21), Section 5310 was being enhanced to include the New Freedom program and the NYSDOT would continue to be the designated recipient under the enhanced Section 5310 program.

A motion to adopt Resolution #367, Designation of a Designated Recipient for the Enhanced Section 5310 Program was made by Mr. Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee and seconded by Ms. Stephanie DeLisle, representing the Metropolitan Transportation Authority. There was no discussion. The resolution unanimously passed.

F. CONFIRMATION OF NEXT PFAC MEETING

The next PFAC Meeting was confirmed to be held on Thursday, July 11, 2013 at 1:15 p.m. at the NYMTC Office.

G. ADJOURN

The meeting was adjourned.

ATTENDANCE

Voting Members/Alternatives

Robert Brickman, Nassau County Department of Public Works & Planning
Patrick Gerdin, Rockland County Planning Department
Sandy Hornick, New York City Department of City Planning
Naomi Klein, Westchester County Department of Public Works & Transportation
Garry Lenberger, Suffolk County Department of Public Works
John Pilner, Putnam County Planning Department
Karin Sommer, New York City Department of Transportation
Heather Sporn, New York State Department of Transportation
Stephanie DeLisle, Metropolitan Transportation Authority

Advisory (Non-Voting) Members

Darin Allan, Federal Transit Administration
Karen Rosenberger, Federal Highway Administration
Lou Venech, Port Authority of New York and New Jersey
Brian Fineman, North Jersey Transportation Planning Authority

NYMTC Staff

Ali Afshar	Joel Ettinger	John Lopez
Fola Aiyedum	Oluseye Folarin	Larry McAuliffe
Imran Ahmed	Merrill Frank	Andrea Miles-Cole
Jorge Argote	Emma Gaitan	Larisa Morozovskaya
Sangeeta Bhowmick	Maria Garcia	Darrin Moret
Gerry Bogacz	Anthony Gawrych	Munnesh Patel
David Burgy	Danuta Hospod	Mohammed Rashid
Ken Chin	Jerry Jonassen	Chris Rodrigues-Moore
Lisa Daglian	Jan Khan	
Nina DeSenno	Kyeongsu Kim	

OTHER

Onyinye Akujoo, NYCDOT	Hillel Hammer, AKRF
Dan Baer, Parsons Brinkerhoff	Charles Komanoff, Move NY
Becky Blatrica, USDOT Volpe Center	Andrew Korrell
Murray Bodin, Concerned Grandparents	Gene Little, KS Engineers
Robert Breuer, Greenman Pederson	Nick Medwid, WEDOT
Joseph M. Clift	Garreth O'Brien
Carrie Deichl, FTA	Rebecca Reyes-Alicea, FRA
Sandra Dixon, PANYNJ	Patrick Sbano, MTA TBTA
Robert Donnelly, Parsons Brinckerhoff	Charles Sutter, WCDPW&T
Lloyd Drummond, MTA BT	Bhoomi Vaia, MTA
George Haikalis, IRUM	Donovan Vincent, FTA

This June 20, 2013 Program, Finance and Administrative Committee (PFAC) meeting synopsis was unanimously accepted by all members of PFAC at its July 11, 2013 meeting.

Respectfully Submitted,

*Andrea Miles-Cole
NYMTC - Secretary II*

INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

George Haikalis
President

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Statement at June 20, 2013 NYMTC PFAC Meeting

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing traffic congestion and improving the livability of dense urban areas. IRUM fully supports efforts by USDOT to develop a long range plan to improve mobility in the Northeast Corridor. An important element of such a plan would be to expand Hudson River passenger rail capacity and assure redundancy for the century-old Amtrak tunnels. This is critical to strengthening the NY-NJ-CT region's economic vitality and global competitiveness.

However, the current planning process highlights the colossal failure of transportation planning in this region, the core of the NEC. The Tri-State Region's ten metropolitan planning organizations (MPOs), each operating in own its separate silo, are not able to advance transportation projects that benefit multiple constituencies. This flawed process is clearly in violation of Federal requirements that call for cooperative regional planning as a condition for Federal funding.

The NEC Future planning effort offers an extraordinary opportunity to correct this. Yet many of the comments IRUM offered during the scoping hearing (copy attached) have been ignored. In particular, IRUM suggested the NEC planning:

1. Provide a full review the detailed findings of the Access to the Region's Core (ARC) 2003 Major Investment Study (MIS). Only a 31-page summary report has been released. The full 1,600 page set of documents describes such important details as the plan, profile, construction challenges and capacity constraints of a proposed connection between Penn Station and Grand Central Terminal, perhaps the nation's foremost rail transit investment. This connection is described in the attached thumbnail.
2. Examine the engineering and operational feasibility of an alternative routing of the new Hudson River tunnels by way of Hoboken. This would take advantage of existing underutilized rail infrastructure, reducing cost and avoiding serious environmental consequences of new construction in the Meadowlands.
3. Analyze short-term operating changes like through train operation at Penn Station that has the potential to increase peak hour train capacity by as much as 25% or more.
4. Consider adding new stairways and expanding corridors in the most crowded portion of Penn Station between 7th and 8th Avenues, where some 70% of passenger activity occurs.
5. Add a robust rail freight planning element, including consideration of operation of low profile intermodal trains through passenger rail tunnels, just as trucks and cars jointly use the Lincoln Tunnel.
6. Establish an inter-active citizen participation process to provide an ongoing review of these efforts as detailed plans for the NEC Future are considered.

INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

George Haikalis
President

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Comments at Thursday, August 16, 2012 on NEC Future

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicle use and improving livability of dense urban places. IRUM has long supported improved high speed rail service in the Boston-Washington corridor – the nation's most important economic engine.

IRUM urges USDOT to add the following elements to the scope of its Programmatic Environmental Impact Assessment for the Northeast Corridor Improvement Program:

1. Procedural enhancements:
 - Provide additional 60 days for public comment on the scoping document
 - Establish and regularize additional opportunities for public input
 - Expand Federal oversight to include FTA, FHWA and FAA, and other appropriate agencies
2. Make the Penn Station-Grand Central connection the *centerpiece* of NEC capacity expansion
3. Explore the Hoboken Alternative as a way to reduce cost and negative environmental impacts
4. Include double track connection -- Penn Station-Amtrak West Side Line
5. Add rail freight service elements
 - off-peak operation of high performance low-profile container trains through Penn Station,
 - expand carload float operations -- Jersey City-Brooklyn
6. Remake commuter rail into *Regional Rail* with frequent service, integrated fares, thru-running
 - beginning in NY-NJ-CT region
 - expand concept to Philadelphia, Baltimore/Washington and Boston
7. Provide one-seat ride service Manhattan - JFK Airport using LIRR Rockaway Beach Branch
8. Connect Raritan Valley Line to NEC at Elizabeth, instead of at Hunter, just South of Newark
9. Add selected high speed segments with maximum speed of 168 mph (270 km/h)
 - NY-Washington -- within existing right of way
 - NY-Boston -- consider new alignment options New Haven-Boston
 - In lieu of very high speed rail, consider higher frequency and reduced price
10. Package transit incentives with road user pricing disincentives

George Haikalis, President IRUM

Agenda Statement by Joseph M. Clift*
NYMTC PFAC Meeting
Thursday, June 20, 2013

Agenda details unavailability, NYMTC self-certification & NEC FUTURE Study planning

Good afternoon. My name is Joseph M. Clift, and I am speaking today for myself. I am a resident of Manhattan, past Director of Planning for the LIRR and now an advocate for regional rail. A brief description of my past work in the rail transportation industry is provided below.

I. Agenda details unavailability- I would like to start today by expressing concern that no details of the action items you will consider today were posted on the website, as claimed in the meeting agenda notice. I do not know if this is a legal violation of New York statutes, but it certainly brings into question NYMTC's stated commitment to openness and transparency. I would appreciate understanding how the public can meaningfully comment on your action items, without access to the derailed resolutions themselves.

II. NYMTC self-certification- Second, I wish to question NYMTC's self-certification as an MPO – today's Action Item #5. Despite not having seen the resolution, because it was not posted on the NYMTC website today, I feel that the almost complete failure of NYMTC to work closely with NJTPA and other tri-state regional MPO's in developing and advancing regional solutions to our regional mobility problems should disqualify NYMTC from self-certification. Specifically, NYMTC has failed to live up to the Memorandum of Understanding forced on it and other regional MPO's by the US FTA, approved by resolution approximately January, 2008: *RESOLUTION #249: MEMORANDUM OF UNDERSTANDING BETWEEN ADJOINING METROPOLITAN PLANNING ORGANIZATIONS IN NEW YORK, NEW JERSEY AND CONNECTICUT.*

III. NEC FUTURE Study planning- Finally, I wish to draw your attention to serious deficiencies in the FRA's NEC FUTURE Study team's planning process – deficiencies that will directly affect NYMTC & its individual members by reducing the ability of the study process to develop the best and most affordable mobility solutions for the Northeast Corridor. I ask that serious efforts be undertaken to correct the following deficiencies:

1. Missing hard analysis of NEC from New Rochelle to New Haven- This MetroNorth-controlled portion of the NEC – the slowest segment of the NEC – is not getting a hard look at improvements that will minimize travel times for intercity service.
2. Best alternative impossible to identify- The study is only presenting and evaluating alternatives as complete Washington-Boston routings, as you will see today, making it impossible to thoroughly evaluate multiple options along segments of the NEC. The best alternative may be missed entirely, with this mistaken planning process!
3. Failed transparency- The Study team has failed to develop and post online a comprehensive library of documents; instead, it has provided me with a CD of documents and referred me to other sources, instead of providing information themselves online.

Thank you for this opportunity to speak to you today.

* Joseph M. Clift can be reached at jmclift@alum.mit.edu & 212-245-6299. He served as Director of Planning & Director of Strategic Planning for the Long Island Rail Road and Manager of Operations Improvement & Strategic Planning Analyst for Conrail. He holds a B.S. degree from the Massachusetts Institute of Technology and an M.B.A. from the Stanford Graduate School of Business.

NEC FUTURE Dialogues, December, 2012:

- Lessons learned from the Philadelphia session and old requests for a
- Library online of background information &
- Future public participation process information:

From: Joseph M. Clift, jmclift@alum.mit.edu

To: NEC FUTURE team leadership – Rebecca Reyes-Alicea, David Carol, Ruby Siegel

Date: Tuesday, December 4, 2012

I ask that all six of the following issues be responded to at the New York City meeting today.

Based on my attendance at the Philadelphia session yesterday, I ask for three changes in the current NEC FUTURE development process:

- I. It's REGIONAL rail, not COMMUTER rail! Please change everywhere in your documents!
- II. You're missing OCCASIONAL regional rail riders as a customer type – you only had commuters in your role playing exercise and I'll guess in your entire scoping process! Please add!
- III. You're missing a "quantity of service" alternative BELOW the unconstrained baseline level! There should be a lower level of service alternative that is a result of setting prices high enough to generate greater cash flow to PAY for more capital investment. Please move your "lower" alternative to below the baseline – call it the enhanced capital generation alternative!"

Scoping process – confusion on status and opportunity for public participation:

- IV. Please explain where the scoping process is today, and what date the interested public, especially rail advocacy groups, will have the opportunity to review and respond to a draft of the study Scope of Work.

Please address my previous requests for:

- V. Ongoing Public Participation Process Please confirm that such a process, especially for representative of RAIL ADVOCACY organizations, will be established immediately. If the project team is serious about strong public participation, it must establish an ongoing public participation process, with periodic meetings, using the Regional Citizens Liaison Committee process the ARC project as a model, but improved, by providing for real two-way dialogue.
- VI. Library online Please agree to provide immediately all background information collected, including indexed transcripts of oral public statements and indexed copies of all written public statements and submissions, plus:
 1. All individual states' submissions to NEC FUTURE, to date.
 2. The most recent "Amtrak Northeast Corridor State of Good Repair Spend Plan" update, required annually by PRIIA Section 211.
 3. Backup information to the tables in the July, 2012, "Amtrak Vision for the Northeast Corridor 2012 Update Report", providing more details than the summary numbers provided in the tables.
 4. Final (Phase 3) report(s) of the "Access to the Region's Core (ARC) Major Investment Study," completed in 2003 by the Port Authority of New York & New Jersey (PANYNJ), New Jersey Transit and the Metropolitan Transportation Authority. Only the 31-page Summary Report has been released to the public; the actual report(s) are being held in the archives of the PANYNJ's Planning Department.
 5. Any other NEC-related information collected by the NEC FUTURE project team to date.
 6. NEW! Reports and detailed information on Sandy impacts on all NEC rail operators – damage, causes, remedies and costs.

Thank you, Joseph M. Clift jmclift@alum.mit.edu 212.245.6299

cc: Lackawanna Coalition, NJ-ARP, ESPA, DV-ARP, IRUM