

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettinger
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #394

**AMENDMENT TO THE FEDERAL FISCAL YEARS (FFYS) 2014-2040 REGIONAL
TRANSPORTATION PLAN (*PLAN 2040*) TO REVISE INFORMATION ON THE NASSAU HUB
STUDY FOLLOWING COMPLETION OF AN ALTERNATIVES ANALYSIS**

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

WHEREAS, pursuant to 23 U.S.C. 450.322, NYMTC is responsible for the development of a Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC's current Plan for FFYs 2014-2040, entitled *A Shared Vision for a Sustainable Region*, and hereinafter referred to as *Plan 2040*, was adopted by the Council on September 4, 2013, having addressed all federal planning requirements set forth in 23 U.S.C. 450.322; and

WHEREAS, various sections of *Plan 2040* contain information on the Nassau Hub Study Area Implementation of Transportation Improvements; and

WHEREAS, Nassau County has completed an Alternatives Analysis for the Nassau Hub study area and has identified a Locally Preferred Alternative (LPA). The full LPA is to implement modern streetcar service connecting the Villages of Hempstead and Mineola via a route that would serve Hofstra University, the Nassau Coliseum, Nassau Community College, Museum Row and Roosevelt Field. Nassau County will be pursuing a phased implementation strategy with an Initial Operating Segment (IOS) connecting the Village of Hempstead and Roosevelt field via the same route; and

WHEREAS, the relevant sections of *Plan 2040* need to be revised to reflect the completion of the Alternatives Analysis and the selection of the LPA, which will remain in the vision element of the Plan. The updated sections of *Plan 2040* are contained in Attachment 1 of this resolution;

NOW, THEREFORE, BE IT RESOLVED, that *Plan 2040* is amended to reflect the changes described above and contained in Attachment 1.

This resolution shall take effect on the fourth day of December, two thousand and fourteen.

ADOPTED: December 4, 2014

"I hereby certify that the above is a true copy of Resolution #394 Amendment to the Federal Fiscal Years 2014-2040 Regional Transportation Plan (Plan 2040) to Revise Information on the Nassau Hub Study Following Completion of an Alternatives Analysis, and was motioned by Mr. Garry Lenberger, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mr. Jack Schmidt, representing the New York City Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."



Ron Epstein, PFAC Chair

Attachment 1 – PFAC Resolution #394 of December 4, 2014

Sections of Plan 2040 updated to reflect current status of the Nassau Hub study (revisions attached):

- Chapter 1, page 1-8
- Chapter 1, page 1-19
- Chapter 5, page 5-14
- Appendix 1, page 1-13

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 Study Area transportation improvements: Locally Preferred Alternative – Project Planning
 - Wyandach 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.

NEAR TERM ACTIONS CATEGORY B: PROJECT PLANNING OR ENVIRONMENTAL ASSESSMENTS FOR VISION PROJECTS

#	Area	Activity or Project	Related Goal	Timeframe
B1*	All	Cross Harbor goods movement improvements; America's Marine Highway System recommendations	Enhance the regional economy	2014-2018
B2	LI	Long Island Motor Parkway Trail	Improve the regional quality of life	2014-2018
B3	LI	Nassau Hub Study Area Transportation Improvements: Locally Preferred Alternative – Project Planning	Improve the regional quality of life	2014-2018
B4	LI	Suffolk County Connect LI - Wyandanch Rising, Heartland, Ronkonkoma Hub transit-oriented development	Improve the regional quality of life	2014-2018
B5	LI	NY 347 corridor reconstruction	Improve the regional quality of life	2014-2018
B6	LI	Sagtikos Parkway truck bypass	Improve the regional quality of life	2014-2018
B7	LI	MTA LIRR Mainline Corridor Planning	Improve the regional quality of life	post-2018
B8	LI	Suffolk County Connect LI: Route 110, Sagtikos / Sunken Meadow Parkways, and CR 97 transit improvements	Provide a convenient, flexible, and resilient transportation system within the region	2014-2018
B9	LHV	I-684 capacity improvements	Improve the regional quality of life	2014-2018
B10	LHV	Southeast MTA MNR Station - parking and pedestrian improvements	Improve the regional quality of life	2014-2018
B11	LHV	I-287 Corridor transit enhancements	Improve the regional quality of life	2014-2018
B12	LHV	Tarrytown-Port Chester local transit improvements	Improve the regional quality of life	2014-2018
B13	LHV	Southern Westchester East-West Corridor transit improvements	Improve the regional quality of life	2014-2018
B14	LHV	Central Avenue Bus Rapid Transit	Provide a convenient, flexible, and resilient transportation system within the region	2014-2018
B15	LHV	Cross County Parkway - Saw Mill River Parkway interchange	Provide a convenient, flexible, and resilient transportation system within the region	2014-2018
B16	LHV	Port Jervis Line improvements	Provide a convenient, flexible, and resilient transportation system within the region	2014-2018
B17	NYC	Moynihan Station Phase II	Improve the regional economy	2014-2018
B18	NYC	Brooklyn and East River waterfront greenways	Improve the regional quality of life	2014-2018
B19	NYC	No. 7 Subway Tenth Avenue Station	Improve the regional quality of life	post-2018
B20	NYC	Staten Island North Shore transit improvements	Improve the regional quality of life	2014-2018

Nassau Hub Study Area Transportation Improvements: Locally Preferred Alternative

The Nassau Hub Primary Study Area (Study Area) occupies an approximate 11.7 square-mile area in the heart of Nassau County, and has a northern boundary just to the north of the LIRR Port Jefferson Branch and the southern boundary lies just to the south of the Hempstead Turnpike. The western boundary runs along Rockaway Avenue and Cathedral Avenue and the eastern boundary is along Merrick/Post Avenue, although Eisenhower Park is included in the study area. This area in Central Nassau is home to Hofstra University (existing campus and planned medical school), Nassau Community College, Museum Row, the Nassau Veterans Memorial Coliseum, the County Government Center, Nassau University Medical Center, Mitchel Field, Eisenhower Park, Roosevelt Field, and encompasses all or parts of the Villages of Mineola, Westbury, Garden City and Hempstead; the Hamlets of Carle Place and Uniondale; and the unincorporated area of East Garden City.

This crucial area remains vital to Nassau's economic future, but it currently faces substantial traffic congestion, lacks efficient and direct transit choices and includes large areas of disjointed land use patterns. These factors have contributed to long commutes, decreased environmental quality, and overall difficulty in traveling to, from and within the area.

To address these issues Nassau County recently completed its federal, state and local-funded Alternatives Analysis and has identified a Locally Preferred Alternative (LPA) that the County is prepared to advance into the environmental, design and construction phases. The full LPA is to implement modern streetcar service connecting the Villages of Hempstead and Mineola via a route that would serve Hofstra University, the Nassau Coliseum, Nassau Community College, Museum Row and Roosevelt Field. However, the approach Nassau will be taking is a phased implementation strategy with an Initial Operating Segment (IOS) connecting the Village of Hempstead and Roosevelt field via the same route.

The IOS is proposed to operate initially using premium bus technology, similar to bus rapid transit (BRT) vehicles. When proposed developments are completed and funding is identified and available, the balance of the LPA alignment would be constructed and BRT/premium bus vehicles would be replaced with modern streetcars. The design of the physical features of the IOS would permit conversion to modern streetcar in the future. The IOS would incorporate various physical elements of the overall LPA so that the infrastructure developed for the IOS would remain functional and be integral to the full LPA.

The LPA was selected because it would best satisfy the Study's goals and objectives, address the purpose and need for transit improvement, and alleviate the underlying transportation- and economic development-related issues identified in the Study Area. However, recognizing existing financial constraints to construction of the full LPA and reflecting the desire to generate ridership growth over time, an IOS has been defined as a financially feasible *first phase of the LPA for near-term implementation*. The IOS is also proposed as an early phase to provide a reasonable timeframe for some large-scale development proposals, which are currently in flux along segments of the LPA corridor, to become better defined. These developments are anticipated to generate additional demand for travel in the Hub area that could be accommodated with later implementation of the LPA's subsequent phase. Therefore, the IOS would initially be advanced with the intent to build ridership and brand the system, with the remainder of the LPA occurring at some point in the future as planned development comes on line and funding becomes available.

The description of the Nassau Hub project (RTP ID# NSNC1787V) is amended to:

“Implement Nassau Hub Study Area Transportation Improvements: Locally Preferred Alternative – Project Planning”