



# NYMTC-Notes

June 2011

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## Calendar of Events

- 6/15 – Brown Bag Presentation: Overcoming Barriers to Commercial Electric Vehicle Adoption - 12:00 noon  
NYMTC, 199 Water Street, 22<sup>nd</sup> floor, NYC.  
RSVP to 212.383.7258 or [griederer@dot.state.ny.us](mailto:griederer@dot.state.ny.us)  
This meeting will be available as a webinar. For more information and to register go to [www.nymtc.org](http://www.nymtc.org), Calendar of Events.

## Public Comment Period Now Open for Draft 2011-15 TIP and Conformity Determination - Public Meetings Set for June 15<sup>th</sup>

A 30 day public review and comment period of NYMTC's draft 2011-15 Transportation Improvement Program (TIP) and accompanying Transportation Conformity Determination opened on June 8<sup>th</sup>, and closes at 4PM on July 8<sup>th</sup>. The draft TIP is a prioritized five-year program outlining \$33 billion of transportation improvements over the period federal fiscal years 2011 – 2015. The Conformity Determination is an analysis of mobile source emissions for the proposed projects in the TIP and in NYMTC's Regional Transportation Plan. Draft project listings and Google Earth maps are available at [www.NYMTC.org](http://www.NYMTC.org).



Two public meetings will be held on June 15<sup>th</sup> to review the draft TIP and Conformity Determination and to solicit comments, at 3PM and 6:30PM. Both meetings may be attended in person in NYMTC's Office, 199 Water Street, 22<sup>nd</sup> Floor, NYC, and will be available as live webcasts through [www.NYMTC.org](http://www.NYMTC.org); they will also be archived for viewing at a later date.

To attend in person, please RSVP to Tarrina Weaver at [trweaver@dot.state.ny.us](mailto:trweaver@dot.state.ny.us). Participants attending by webcast can submit comments by e-mailing [ddrits@dot.state.ny.us](mailto:ddrits@dot.state.ny.us) during or after the meeting.

## June 15<sup>th</sup> Brown Bag: Overcoming Barriers to Commercial Electric Vehicle Adoption

Despite demonstrable savings in the total cost of ownership of commercial electric vehicles, high manufacturers' suggested retail price will continue to limit rates of adoption by public and private fleets for the foreseeable future. Upfront costs can be dramatically reduced and the technological dynamism of the battery market hedged by fleet owners by disaggregating the battery packs in these vehicles through 36-48 month leases. This presentation by Paul Lipson, Partner, ESV Strategies, and Luis Torres, Principal, eFirm Legal and Consulting Services, will explore the cost factors of battery pack leasing, secondary markets and anticipated benefits to the utility grid.



This meeting can be attended in person or via webinar. Visit [www.NYMTC.org](http://www.NYMTC.org) Calendar of Events for more information and to register.

- 6/15 – Public Meetings for draft 2011-15 TIP and Conformity Determination - 3 p.m. and 6:30 p.m. NYMTC, 199 Water Street, 22<sup>nd</sup> floor, NYC. RSVP to [trweaver@dot.state.ny.us](mailto:trweaver@dot.state.ny.us)

These meetings will be available as webcasts. For more information and to view draft documents go to [www.nymtc.org](http://www.nymtc.org).

- 6/21 - Metro Mobility Network Meeting – 10:00 a.m. NYMTC, 199 Water Street, 22<sup>nd</sup> floor, NYC. Agenda will be posted in Calendar of Events in advance of meeting. For more information contact Jan Khan at 212.383.7290 or [jkhan@dot.state.ny.us](mailto:jkhan@dot.state.ny.us)

- 7/28 – PFAC Meeting - 1:15 p.m. NYMTC, 199 Water Street, 22<sup>nd</sup> floor, NYC. Meeting will be webcast. Agenda and resolutions will be available in Calendar of Events on website in advance of meeting. RSVP to 212.383.7200 or [amiles-cole@dot.state.ny.us](mailto:amiles-cole@dot.state.ny.us)

NYMTC is a regional council of governments that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley.

## NY-CT Sustainable Communities Agreement Adopted at June 9<sup>th</sup> PFAC

The June 9<sup>th</sup> PFAC meeting featured and action to authorize signature of the Memorandum of Agreement which will create the NY-CT Sustainable Communities Consortium. It also included a special panel discussion with members of the Consortium on a new approach to regional planning made possible by a \$3.5 million HUD Sustainable Communities grant.



Dr. Floyd Lapp, FAICP, Executive Director South Western Regional Planning Agency in Connecticut; Chris Jones, Vice President for Research with the Regional Planning Association; Lee J. Ellman, AICP, Planning Director for the City of Yonkers; and Michael E. White, Executive Director of the Long Island Regional Planning Council, discussed how the Consortium came together to address sustainability planning on a bi-state scale and its relation to the six livability principles set forth by the federal interagency Partnership for Sustainable Communities. The panelists also discussed the types of outcomes they anticipate from the Sustainable Communities Initiative and the prospects for continuing collaborating into the future.



The goal of this unprecedented bi-state collaboration is to reposition the New York-Connecticut region to fully harness its innovation capabilities in a competitive global environment, build on its strong foundation of energy efficiency, and become as equitable as it is efficient. The initiative will integrate housing, economic development, transportation and environmental planning, and seeks to leverage the most extensive and robust transit system in the nation by developing livable communities with mixed-income housing and employment at key nodes in the MTA Metro-North Railroad and MTA Long Island Rail Road network. For more information on the NY-CT Sustainable Communities Consortium visit [www.sustainableNYCT.org](http://www.sustainableNYCT.org).

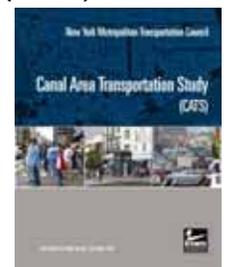


For more information on the meeting, including the agenda, please visit [www.NYMTC.org](http://www.NYMTC.org).

## CATS Final Report Available

The final report for the Canal Area Transportation Study (CATS) has been posted on [www.NYMTC.org](http://www.NYMTC.org), along with a listing of the comments received during public review of the draft final report earlier this year and the responses to those comments developed by the study Steering Committee.

The two track CATS planning process was borne out of a myriad of transportation and related pedestrian safety issues on and around Canal Street. These issues prompted the communities in the Canal Street corridor to request the use of federal funds to study ways to reduce congestion and improve safety and mobility in the area. NYMTC undertook CATS due



## NYMTC Council Members

### Voting Members

- Joan McDonald, Commissioner, New York State DOT and NYMTC co-chair
- Edward P. Mangano, Nassau County Executive and NYMTC co-chair
- Amanda Burden, Director, New York City Department of City Planning
- Jay Walder, Chairman and CEO, Metropolitan Transportation Authority
- Janette Sadik-Khan, Commissioner, New York City Department of Transportation
- Paul Eldridge, Putnam County Executive
- C. Scott Vanderhoef, Rockland County Executive
- Steve Levy, Suffolk County Executive
- Rob Astorino, Westchester County Executive

### Advisory Members

- Christopher O. Ward, Executive Director, Port Authority of NY&NJ
- James Weinstein, Executive Director, New Jersey Transit
- Mary K. Murphy, Executive Director, North Jersey Transportation Planning Authority

to the regional nature of the transportation system in lower Manhattan and the need for a multi-jurisdictional approach to resolving some of the complex issues in the corridor. CATS reviewed numerous short- and

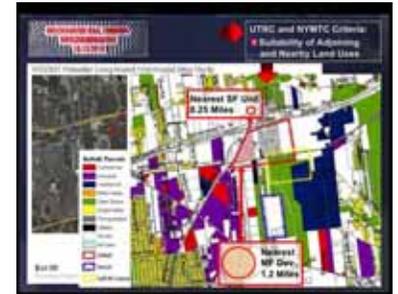


long-term transportation-related issues in a study area extending from the East River to the Hudson River and bounded by Houston Street to the north and Chambers Street to the south, and ultimately recommended a number of potential actions to address many of those issues.

Going forward, the New York City Department of Transportation will consider the CATS findings and recommendations as it plans for the pending reconstruction of Canal Street using funds from the Federal Highway Administration's World Trade Center Emergency Relief program.

## Freight Villages Study Completed

As an outgrowth of its 2004 Regional Freight Plan, NYMTC undertook a study entitled **Feasibility of Freight Villages in the NYMTC Region**, which included a comprehensive examination of the potential for freight villages to increase the efficiencies of freight logistics and transportation in the region. An integral goal of the freight village concept is for it to be seamlessly integrated into the surrounding community. Together with providing a facility that houses multimodal freight and industrial activities, freight villages provide an opportunity to boost economic development and improve the quality of life of those who live near these facilities.



The final task report, which analyzed six sites as having potential for a freight village, has been completed, signaling the completion of this study. The report concludes that each of the sites could serve as some type of freight village.

The six sites analyzed as part of the study are: Sunset Park, Brooklyn; GATX, Staten Island; Enterprise Park, Town of Riverhead, Long Island; AVR site, Town of Brookhaven, Long Island; LITRIM/Pilgrim site, Long Island; Industrial Park, City of Mount Vernon, Westchester.

Agencies such as NYC Economic Development Corporation (NYCEDC), City of Mt. Vernon and Town of Riverhead have used this study. NYCEDC



is interested in pursuing policies of job retention, good community design and sound transportation policies. The City of Mt. Vernon aims to bring disparate owners and industrial tenants in an old industrial park together under a common development principal that includes environmental cleanup, community integration and better overall development. The Town of Riverhead is interested in increasing the use of its

Enterprise Park or EPCAL industrial park. NYMTC will next organize a public information session around the results of this unique planning initiative.

For more information visit [www.nymtc.org/project/freight\\_planning/freight\\_village.html](http://www.nymtc.org/project/freight_planning/freight_village.html)

- Joe Martens, Commissioner, New York State Dept. of Environmental Conservation
- Brigid Hynes-Cherin, Regional Administrator, Federal Transit Administration
- Michael Davies, Acting Division Administrator, Federal Highway Administration
- Judith Enck, Regional Administrator, US Environmental Protection Agency

Joel P. Ettinger, Executive Director, NYMTC

Robert Zerrillo, Council Secretary, New York State DOT

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## Hudson River Valley Greenway Link Study Phasing Plan on Display at Second Annual Riverdale Riverfest

The *Hudson River Greenway Link Study* (Greenway Link Study) was a featured component of *Riverdale Riverfest 2011*, held June 12<sup>th</sup> on the grounds of the College of Mount St. Vincent. The study is an ambitious project which seeks to connect the Hudson River Greenway in Manhattan with the Old Croton Aqueduct Trail in Yonkers, via Riverdale in the northwest Bronx. The goals of the Greenway Link Study include providing a safe and direct route so that bicycling and walking will become practical alternatives to motorized travel and offer new opportunities for outdoor recreation. For more information visit [www.nymtc.org/project/bike\\_walk/Greenways.html](http://www.nymtc.org/project/bike_walk/Greenways.html) or contact Maria Garcia at [mgarcia@dot.state.ny.us](mailto:mgarcia@dot.state.ny.us).



The Greenway Link Study has reached a key milestone, which was the



focus of NYMTC's presentation table at the event. After reviewing a range of alternatives and in consultation with local officials, stakeholders, and the interested public, a Phasing Plan has been proposed for establishing the Link. Many residents from the Bronx and Yonkers stopped by NYMTC's table to learn more about the Greenway

Link Study and the Phasing Plan, and to offer their comments and suggestions for moving forward.

In this Phasing Plan, the *Preferred Greenway Link* is a continuous path along the Hudson River shoreline. However, the Greenway Link Study has confirmed that critical physical barriers currently exist to establishing this preferred path, including the Spuyten Duyvil swing bridge, for which there are no available design solutions. Also identified are less critical 'secondary' barriers to the preferred path north of the Spuyten Duyvil swing bridge, which can likely be overcome through application of innovative design solutions and cooperative interagency agreements.



The *Preferred Greenway Link* will likely require 5-to-10 years to develop. Therefore, the Phasing Plan proposes that an *Interim Greenway Link* be



established over the next 1-to-5 years along a parallel, mostly inland and on-street route, parts of which could be physically improved or signed appropriately at a minimum. At some point, it is possible that full replacement or renovation of the Spuyten Duyvil swing bridge will be undertaken; should that occur, a *Future Enhancement Project* designed to complete the ultimate vision of a continuous waterfront Greenway Link is recommended.

The proposed Phasing Plan is undergoing public review. Once adopted, it will move into its final phase of conceptual design. Following that, there will likely be some funding available from the original legislative earmark to make minor improvements to establish the Interim Link. Beyond this study, additional funding will need to be identified through future legislation and the regional planning process.