



Making Connections: Investing in Our Region's Future

NYMTC ANNUAL REPORT 2016

About NYMTC



The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley. NYMTC provides a collaborative planning forum to address transportation-related issues, develop regional plans and make decisions on the use of federal transportation funds. The NYMTC planning area covers 2,440 square miles and a population of 12.4 million, which was approximately 64% of New York State's population, based on 2010 Census counts.

NYMTC's mission:

- To serve as a collaborative forum to address transportation-related issues from a regional perspective;
- To facilitate informed decision-making within the Council by providing sound technical analyses;
- To ensure the region is positioned to capture the maximum Federal funds available to achieve the goals of the Unified Planning Work Program, Regional Transportation Plan and Transportation Improvement Program; and
- To focus the collective planning activities of all Council members to achieve a shared regional vision.

Shared Goals

- Enhance the regional environment;
- Improve the regional economy;
- Improve the regional quality of life;
- Provide a convenient and flexible transportation system within the region;
- Enhance the safety and security of the transportation system for all users;
- Build the case for obtaining resources to implement regional investments; and
- Improve the resiliency of the regional transportation system.

Within the NYMTC planning area, the transportation system includes:

Nearly 480 route miles of commuter rail and 225 route miles of subway tracks in passenger service, plus hundreds of miles of local, express, commuter, and intercity bus routes and an aerial tramway;

An extensive network of passenger hubs, such as bus terminals and subway transfer facilities, ferry landings, and train stations where people transfer between modes of transport, including one of the most successful rail-to-airport links in the country;

More than 1,100 miles of bicycle facilities, ranging from shared-use bike trails to on-road bike lanes, in addition to pedestrian sidewalks, trails, and paths;

More than 50,000 lane miles of roads and highways, including more than 30 major bridges crossing navigable waterways (there are over 3,200 bridges of all types in the region), four major underwater vehicular tunnels, and special lanes for high occupancy vehicles (HOVs) and buses;

Four commercial service airports, plus general aviation and heliport facilities;

Major deepwater seaport facilities owned and operated by a mix of public and private sector entities, plus an extensive network of marine cargo support infrastructure and services;

An extensive network of inland waterways supporting barge and ferry services;

More than 400 route miles of freight rail, some of which is shared with commuter rail services;

A widespread network of freight hubs, including rail transfer facilities, rail yards, and truck-oriented warehouse and distribution centers; and

Supporting infrastructure like rail yards and highway maintenance facilities, highway rest areas, parking lots and garages, bus depots and transit storage yards, bicycle parking areas toll plazas, signage, signals, electronics, and other equipment.



MAKING CONNECTIONS

INVESTING IN OUR REGION'S FUTURE

The work of the New York Metropolitan Transportation Council (NYMTC) touches the life of every person in the region

The work of the New York Metropolitan Transportation Council (NYMTC) touches the life of every person in the region: its member agencies are responsible for managing the interconnected transportation networks that move more than 12 million residents a day, and more than 50 million visitors a year. The region's transportation system supports its potential growth and economic activity—from Fortune 500 companies, to mom and pop shops, to educational institutions and research facilities, to construction workers and building professionals, to the visitors who

spend nearly \$50 billion annually in the tri-state area. Maintaining the region's influential position requires vision and collaboration at the local, state and federal levels, as well as with the private sector.

Roads and bridges, transit lines, freight facilities and bicycle and pedestrian paths in the region that includes New York City, Long Island and the lower Hudson Valley all connect people and goods to places they are trying to go. To stay economically competitive, it is vital that the regional transportation network is continually maintained and improved—increasing capacity

in as efficient and effective a manner as possible, while at the same time preserving the system that keeps the region moving.

Over the next 25 years, the NYMTC network of partners will collectively manage a nearly \$300 billion portfolio of transportation projects around the region. Prominent active projects include the Second Avenue Subway; the New NY Bridge and Hudson Links service; MTA Long Island Rail Road's East Side Access; various Select Bus Service projects in New York City and bus rapid transit projects on Long Island and in Westchester County; the Ashford Avenue,

Goethals and Kosciuszko bridge replacement projects; trans-Hudson rail passenger service; and many other green and efficient projects throughout the region.

The region's strong transportation accessibility and connectivity support the engines of growth that help stimulate its vibrant economy, contribute to a healthy environment and affect the quality of life of its residents. Sitting at the core of the larger Northeast Megaregion—which stretches from Boston to Washington D.C., with a Gross Domestic Product of nearly twice that of the second largest metropolitan region, in California—the New York City metropolitan area is home to global brands as well as thousands of small businesses and industries such as finance, insurance, international trade, new and traditional media, real estate, education, fashion, entertainment, tourism, biotechnology, and manufacturing.

Over the past decade, the pattern of where and when people travel has been undergoing a profound transformation. New Central Business District (CBD) economic hubs such as Long Island City and Downtown Brooklyn in New York City, and suburban hubs such as White Plains,

Stamford and Suffolk County's Route 110 corridor, have emerged to attract workers and a seven day per week service economy, led by the retail, health care, education, and travel fields. Freight travel is also changing: the Port Authority's Bayonne Bridge Navigational Clearance project will help keep the bistate port competitive by accommodating larger container ships using the enlarged Panama Canal. Continued, record-setting growth in annual container volumes has increased port-related employment in the region to more than 336,000 jobs.

A healthy environment is also good for the economy. Although New York State's transportation sector is the most fuel efficient in the nation, it accounts for one-third of the state's Greenhouse Gas (GHG) emissions. To that end, the state is committed to engaging private capital to build the clean transportation market in support of a low carbon and more energy efficient transportation system, including expanded availability of plug-in electric vehicles and charging infrastructure; increased access to alternative transportation choices; and enhanced communications technologies to improve efficiency and inter-connectivity of

the transportation system. These efforts will support the ambitious goal of reducing GHG emissions 40 percent from 1990 levels by 2030, on the way to an 80 percent reduction in economy-wide emissions by 2050,

This report highlights the connections between transportation, land use, the environment and economic development, and the importance of ensuring that our region moves forward with an efficient, accessible, resilient and safe transportation network to support long-term economic growth and prosperity.

MAKING CONNECTIONS

The tri-state metropolitan area surrounding New York City is critically important to the nation as a whole, hosting the largest regional economy in the United States.

Underlying the success of this massive regional economy is an unparalleled multi-modal transportation system that typically handles millions of passenger trips and thousands of tons of freight shipments on an average day. There are both direct and indirect benefits of continuing to make strategic transportation investments to support and strengthen this critical network. A safe, efficient, and effective transportation system provides access to jobs, education, housing, medical appointments, leisure activities and tourism, and provides a reliable way to move goods. Indirect benefits result from job creation and productivity enhancements, as well as increased access to markets and suppliers.

The existing regional transportation system is one of the oldest, most complex and highly utilized transportation networks in the world. Despite its scale and capacity, the system is significantly congested across all modes at peak travel times and locations. According to a 2016 report by national transportation research group TRIP, congestion in the tri-state



New York City metro area costs the average motorist \$1,739 and 74 hours a year. The Texas A&M Transportation Institute, in its 2015 Urban Mobility Scorecard, ranks New York City's metropolitan region as fourth highest in the country in 2014 in terms of yearly delay per auto commuter, and the eighth highest in terms of travel time index. It ranks first in terms of total congestion cost at \$14.7 billion, with an annual truck congestion cost of \$2.8 billion.

Looking out over the next several decades, the region is poised for new growth.

NYMTC's members continue to explore ways to decrease congestion and the expense and environmental issues that come with it. Decreasing transportation-related emissions and petroleum consumption, expanding consumer options and affordability, and improving system resiliency and reliability will ultimately result in improved air quality and net regional gains of billions of dollars.

NYMTC's most recent socio-economic and demographic forecasts to the mid-twenty-first century indicate that population in the New York-New Jersey-Connecticut metropolitan region will grow 16 percent, with total employment projected to grow by more than 15 percent. These forecasts form the foundation of NYMTC's planning process as they provide predictions of where people will live, work, and form households, how they will travel and where development in the region is likely to occur, so that NYMTC's members can collectively plan to address the anticipated growth with infrastructure investments. Preliminary forecasts of the impact of this projected growth on travel indicate it will result in just over a 10 percent increase in Vehicle Miles Travelled by 2045, which will in turn increase Person Hours of Delay on the region's roadways by roughly 30 percent. Additionally, transit ridership is forecasted to increase by 13.5 percent by 2045.

As portrayed in the NYMTC's forecasts, the region's growth – while welcome – presents a significant challenge to the current transportation system: although quite efficient

compared with other regional transportation systems, anticipated growth over the next 35 years will add demand onto an already strained and aging system. If not addressed, the added congestion will eventually place limits on growth. Accommodating the new demand is critical to sustaining the region's growth and vitality, as well as to mitigating some of the environmental impacts associated with the increased travel.

Investments in the region's transportation infrastructure will spur economic growth, leverage private investment and create new jobs.

This investment will be needed to maintain, manage, enhance and expand the extensive transportation infrastructure the region enjoys. While the passage of the new federal transportation authorization, Fixing America's Surface Transportation (FAST) Act, affords a relatively secure five years of funding for both





highway and transit projects, it is critical that investments are considered strategically to meet the region's goals.

At the same time that land use and development generate demand for investment in transit and roadway infrastructure, changes to the transportation system often stimulate development activity by creating more capacity or providing access to new land for development. Efforts such as Transit-Oriented Development (TOD) promote long-term, sustainable growth of business and residential populations around existing or planned transportation infrastructure investments. NYMTC's members have collaborated to develop a vision of where and how transportation investments can leverage more efficient growth, supporting the ideal that transportation should be strategically improved where growth is desired, as well as the corollary concept that growth should be channeled as much as feasible to areas where the transportation system can best serve the additional demand.

NYMTC plays a critical role in making these connections.

Since people travel across county and state lines for work, school, appointments, recreation and to transport goods, it is critical that there is a regional connection to support these activities. Although each of NYMTC's members is responsible for owning, operating, maintaining and improving significant components of the transportation system in the ten-county planning area, there is a great deal of value added when they come together as NYMTC.



NYMTC MEMBER

PROJECTS

Improving the reliability and accessibility of the transportation network is critical to sustaining the region's future vitality, and strategic transportation investments can leverage that vital, sustainable future. When they come together as NYMTC, policy makers reach consensus on the nature and location of these strategic transportation investments so that connections can be made around land use, desired growth corridors and economic zones in order to marshal resources and maximize their efficiency and effectiveness.



MEMBER PROJECTS THROUGHOUT REGION

NEW YORK CITY

New York City, New York State, the Port Authority of New York and New Jersey, and the Metropolitan Transportation Authority (MTA) have announced significant investment to improve connections to transportation that will support social, economic and environmental issues facing New York City, and the region as a whole.

By setting goals and targets that address every aspect of life, Mayor de Blasio's "One New York: The Plan for a Strong and Just City," helps ensure that New York City will continue to have a strong economy, healthier environment, and more reliable and resilient infrastructure. Transportation

goals in the plan include improving transit access to jobs; transit network expansions; increasing accessibility for seniors and people with disabilities; and investment in infrastructure that supports the regional economy.

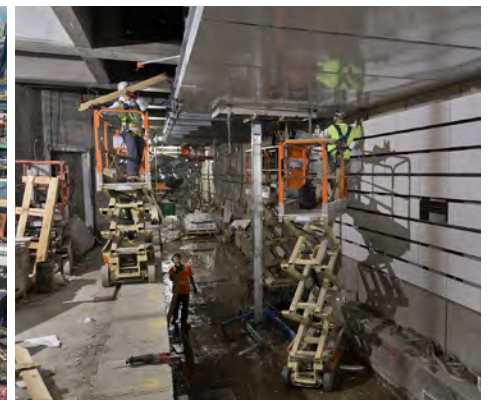
Specifically, the plan aligns new affordable housing development with investments in transit, and calls for the expansion of the Select Bus Service (SBS) network; increasing citywide ferry service; doubling the number of cyclists; and undertaking dozens of major capital projects to restore the city's network of roads and bridges, including significant rehabilitation of major roads essential to New York City's economic vitality and freight movement within the region.

Economic, social and environmental benefits are also key considerations for the New York State Depart-

New York City is among the largest urban economies in the world and continues to grow at a rate of more than 2% a year.

ment of Transportation when making strategic transportation investment decisions. The Kosciuszko Bridge replacement project will address imminent safety, operational and structural deficiencies and ensure that this vital link in the region's transportation network is safe and continues to serve the more than 160,000 vehicles that travel across it each day. It is one of New York City's few north-south interstates serving commuter and local traffic, providing critical access to the LaGuardia and John F. Kennedy International Airports, as well as a significant amount of commercial traffic that is prohibited from using neighboring parkways.

The existing bridge is being replaced in two-phases. The first phase, a \$555 million design-build project authorized under Governor



Cuomo's NY Works Initiative is under construction and scheduled to be completed in 2018. Phase II of this project will construct a second structure crossing over the Newton Creek. When complete, this new cable-stayed structure will significantly enhance the safety and reliability of this critical link, while creating a unique iconic gateway to the Brooklyn and Queens communities. It will also enhance surrounding neighborhoods by incorporating bicycle and pedestrian facilities, new parkland and streetscape improvements.

Increased ridership and demand for transit services, along with the changing patterns of when and where people travel, have led to challenges for the MTA, which is seeking opportunities to optimize service and connections, as well as improve linkages to increase access to transit across the city, and the region. Examples include new subway transfer points, new station entrances, and reconfigured stations to better meet the needs of customers.

An effort to significantly improve customer and service facilities, while encouraging area-wide economic development, is Governor Cuomo's vision for the Empire Station Complex as a world-class 21st century transportation facility. MTA and Amtrak are co-sponsoring the redevelopment and expansion of New York Penn Station, incorporating the iconic Moynihan Train Hall in the James A. Farley Post Office Building.

Planned renovations and modernization of the Mets-Willets Point Station on NYC Transit's Flushing (number 7) line and the Long Island Rail Road's (LIRR) Port Washington Branch will provide better accessibility, including ADA access, for the growing event-based subway and rail ridership to CitiField and the US Tennis Center. They also support the planned economic development of the Willets Point area and will directly link subway and LIRR service with the new LaGuardia Airport AirTrain link.

Penn Station Access will take the MTA Metro-North Railroad (MNR) New Haven Line directly to Penn Station, adding four new stations in

the Bronx: near Co-op City; Morris Park; Parkchester; and Hunts Point. This project will also provide critical system resiliency by protecting service for more than 275,000 daily customers if Metro-North's service to Grand Central Terminal is ever interrupted.

Furthermore, the MTA is scheduled to replace the subway signal system with communications-based train control, an advanced signal system that enables real-time



The financial services industry remains the anchor of the economy in New York City, generating about 20% of the city's economic output and nearly a third of its total private sector payroll.

centralized train supervision and monitoring. This will allow trains to operate with shorter headways, thus increasing needed capacity and reliability while improving safety for the subway system, whose ridership often exceeds 6 million riders per day.

The MTA is also evaluating new fare and toll payment methods for the transit, commuter rail and crossings network, including the use of contactless "smart chip" payment systems, such as standard bank and credit cards, pre-paid transit payment cards, key-tags and smart phones. This new approach could offer many benefits including increasing bus speeds by shortening the boarding process, reducing cash handling expenses, improving inter-modal fare payments options, and improving customer service through simplified and expanded fare payment options.

When fully completed, the Second Avenue Subway line will stretch 8.5 miles along the length of Manhattan's East Side, from 125th Street in Harlem to Hanover Square in lower Manhattan. It will improve travel for both city and suburban commuters, while providing better access to mass transit for residents on the far East Side of Manhattan. The completion of Phase I will mark New York City's first new subway line in over 60 years and will reduce overcrowding and delays on the Lexington Avenue line, while providing linkages between the Upper East Side, Midtown and the West Side with a Q train connection via the 63rd Street tunnel. Phase II will extend service from 96th Street to 125th Street along Second Avenue.

Several significant regional projects now underway by the Port Authority of New York and New Jersey will also support the region's economy and provide better connections for users and communities dependent on the agency's diverse transportation facilities. The past year marked major progress toward completion of the World Trade Center PATH Hub and Concourse, which will connect to downtown subway lines and serve upwards of 250,000 daily commuter trips. The agency also advanced federally-aided Sandy recovery projects on the PATH system and continued evaluation of long-term infrastructure investments to support interstate bus commutation. The Goethals Bridge Replacement Project will expand capacity and reduce congestion at a critical link in the interstate highway route that carries people and goods to and from Staten Island, other boroughs, and Long Island. Its Cross Harbor freight program has advanced with modernization of the current rail car float service and completion of a Tier I environmental review of options to support expanded use of rail freight in the region. The bistate agency also began initial implementation of a bi-state Goods Movement Action Plan that it developed in conjunction with the New York State and New Jersey departments of transportation.

MEMBER PROJECTS THROUGHOUT REGION

LOWER HUDSON VALLEY



Significant investment is also taking place in the lower Hudson Valley in a concerted effort to connect the region to support growing population and economic development.

Building upon the recommendations of Governor Cuomo's Mass Transportation Task Force (MTTF), New York State has committed \$91 million to complete the initial phase of the Hudson Links Bus Rapid Transit (BRT) Project, ensuring that the infrastructure will be in place to deploy and operate the new service in time for the opening of the New NY Bridge. Hudson Links is a program of integrated BRT-supportive infrastructure projects connecting transit modes across the region and unifying multiple municipal jurisdictions

along the Interstate 287, State Route 59, and State Route 119 corridors in Rockland and Westchester counties. It will enhance the availability, accessibility, and quality of priority transit services in underserved areas of the Lower Hudson Valley; deliver comprehensive safety improvements; and expand access to jobs, housing, and other transportation alternatives in the region.

The overall project will involve implementation of an enhanced transportation solution to improve transit access to local and regional destinations and encourage transit use, with a goal of improving transportation system reliability and reducing overall congestion. It will support economic stability and growth both by improving intra- and inter-regional travel to major job

centers, and enhancing the travel experience for pedestrians and transit riders moving within and between communities. Project elements include: new and/or enhanced bus stations and stops with shelters and pads, and amenities such as ticketing machines; pedestrian safety and access improvements at intersections such as sidewalks, crosswalks and ADA compliant ramps; upgraded signals with pedestrian countdown timers; improved street lighting; and treatments such as curb extensions and pedestrian islands, where appropriate. Additional project elements include Integrated Corridor Management improvements such as ramp metering along Interstate 287, at appropriate locations; adaptive traffic signal control, transit signal priority, and bus queue jump lanes



on State Routes 59 and 119; integrated communications capabilities for automated vehicle location/computer-aided dispatch (AVL/CAD) bus scheduling; transit signal priority; and real-time customer information.

In advance of the new Hudson Links service, Rockland County is working with the state Department of Transportation to upgrade and expand several key Park & Ride facilities and improve pedestrian circulation via the Routes 59 and 45 Pedestrian Safety Study. These projects, too, will enhance job opportunities, expand access to goods and services, and potentially spur future Transit-Oriented Development projects.

In keeping with Rockland County Executive Ed Day's initiative to redesign county government to make services and information more accessible to residents, Rockland County is using technology to improve existing transit services. The county's Intelligent Transportation Systems project roll-out will also stimulate the economy and improve the environment. Planned amenities such as real-time "next bus" passenger information and onboard WiFi will provide further incentive to use transit and expand travel opportunities for a broader base of

riders. Amtrak's proposed Gateway project, which has the potential to improve Rockland County's West of Hudson rail service, is vital to the long-term advancement of economic development for Rockland County. Inclusion of the Bergen Loop in the proposed Gateway project would provide Rockland residents with a much-deserved and long-awaited one-seat-ride to Manhattan via New Jersey Transit.

Putnam County continues its commitment to improve, progress and expand growth in the county and region, spurring additional economic growth by investing in its transportation system and transit fleet; TOD; infrastructure and improvement project prioritization; revitalization of urban areas; and multi-modal rail, road and pedestrian and bicycle accessibility to the Hudson River.

Under County Executive Mary-ellen Odell's leadership, Putnam County brought together its six towns and three villages to form a county-wide partnership and received a 2015 grant through the Governor's Consolidated Funding Application process for a study to prepare a county-wide Economic Development Plan. Expected to begin in the spring of 2016, the study

has an anticipated completed date in winter of 2017, and will involve analyzing the existing commercial corridors and downtown centers to determine measures to make Putnam County a viable place for businesses—both for new enterprises, as well as the growth and expansion of existing businesses. Infrastructure needs will be a key focus of this study, including an analysis of the county's current transportation network.

The county continues to invest significant efforts to make its transportation system and fleet more efficient and attractive to riders, including recently rebranding its Putnam Area Rapid Transit (PART) buses with a new attractive look, showcasing the best that Putnam County has to offer while making connections to the places people want to go: commuters are also offered shuttle service from Mahopac to the Croton Falls Train Station.

Recreation and consideration for commuters are a key initiative in eastern Putnam County. Putnam County's trailways and bike paths include nearly 20 miles of safe biking trails: the Putnam Bikeway is 11 miles long from Baldwin Place to Brewster Village, with the final mile in Brewster now nearing completion.

The Maybrook Bikeway in Southeast is now under construction, starting at Lake Tonetta and extending approximately 3 miles, with the next approximately 3 mile section extending to the Danbury, CT border, now completing engineering design, with construction expected to commence by the summer of 2016.

In Western Putnam, economic development partnerships have been forged by the county, linking Cold Spring with the City of Beacon as the Preserve America Trolley traverses the two Villages so that tourists and residents can experience an authentic historic district.

Safe, reliable and effective transportation can sustain vibrant, walkable communities and Transit-Oriented Development. Putnam County has fully supported this strategy within its downtown centers throughout the years. The County Planning Department has been instrumental in guiding the Village of Brewster through an update to its Comprehensive Plan, zoning and development of an Urban Renewal Plan strategy to support TOD revitalization adjacent to the Metro-North train station and a central hub of the Putnam County bus system. The overall revitalization project is estimated to result in an investment of hundreds of millions of dollars over the next 10 - 15 years.

Clearly, ease of access to employment has a major impact on economic development. Through Westchester County's SMART Commute program, outreach to employers promotes the use of transit, carpooling and vanpooling as a way to relieve traffic congestion on already crowded roadways. The Bee-Line Bus system is an economic engine for Westchester County, with over 100,000 daily weekday passengers. Rider surveys show that over 85 percent of Bee-Line customers use the bus system to travel to work or school. The implementation of "Next Bus" technology to provide real time information about bus arrival times is one of County Executive Robert Astorino's initiatives to place Westchester in the forefront of technological innovation. The county has also

expanded its use of social media to keep riders informed. In addition, there is a positive economic impact when seniors can remain active in their community. Westchester's Senior Be Educated About Transit (B.E.A.T.) Program encourages seniors to sign up for reduced fare MetroCards and provides outreach and education about riding the Bee-Line system. The outreach program, "Ride with a Friend," supports the



Employment growth in Mid-Hudson South has been strongest in the Accommodation and Food Services industry and the Arts Entertainment and Recreation industry, where employment has increased by 31.5% and 13.3%, respectively, since 2007.

local economy by offering discounts at area establishments for seniors who ride the bus.

Additionally, the installation of transit signal priority in the Central Avenue Corridor in 2016 will allow buses on the most heavily traveled route to receive a time advantage at traffic lights, enabling them to be cycled faster and resulting in more efficient and faster service. The reduction in travel time is expected to foster greater use of the system as potential travelers perceive the system to be more convenient. The purchase of 78 articulated buses in 2017-18 will assure that equipment is kept in a state of good repair and will be less subject to mechanical failure. Hybrid electric buses will

replace conventional diesel, which will also benefit the environment.

Keeping roadway assets in a state of good repair is also essential to economic development so that people can travel safely and efficiently. Completion of replacement of the Crane Road Bridge on the Bronx River Parkway occurred in September 2015. This was the largest bridge construction project ever undertaken by Westchester County, at a total cost of \$53 million. Reconstruction of the Ashford Avenue Bridge began in January 2016 and is expected to be complete in 2018. The Ashford Avenue Bridge connects the Villages of Ardsley and Dobbs Ferry, providing a major east/west link, traversing the Saw Mill River, Saw Mill River Parkway, South County Trailway and the New York State Thruway.

With increased "reverse commute" to job centers in the Hudson Valley and Connecticut, Metro-North Railroad's core program investments also include strategic corridor improvements aimed at increasing capacity on the busy Harlem, Hudson and New Haven Lines of its East of Hudson River services in conjunction with general track, signal and power improvements intended along the corridors. These investments include the initial effort to expand the Harlem line between Crestwood and North White Plains, and design of a new Woodlawn flyover at the junction of the Harlem and New Haven lines in the Bronx. These smart investments in track, signal and power help to remove critical existing operational constraints, improve service flexibility and improve train performance.

These enhancements in transportation infrastructure will foster economic growth, both by making the suburbs more accessible and strengthening the connection between them and Manhattan, assuring continued access to high-skilled, high-paid jobs in the nation's largest Central Business District.

MEMBER PROJECTS THROUGHOUT REGION

LONG ISLAND



As population and employment continue to grow on Long Island, driven by the search for affordable housing and the rise of non-New York City Central Business Districts (CBDs) that foster increasing reverse peak travel to the suburbs and intra-suburban travel, more flexible transit service will support the regional economy. In addition, a robust and well-maintained network encourages tourists to travel to emerging destinations and venues outside of Manhattan.

Currently, the LIRR is limited by track capacity. At peak times, it is forced to run trains in one direction between Floral Park and Hicksville,

making it nearly impossible for reverse commuters and intra-island travelers to get where they need to go. In order to modernize the system, improve commutes for millions of customers and reduce congestion on Long Island's roads, Governor Cuomo announced a renewed effort to expand the LIRR's capacity between Floral Park and Hicksville with the addition of a third track. The project will allow the LIRR to increase service, reduce congestion and train delays caused whenever there is an incident along this busy stretch of tracks, and will enable the LIRR to run "reverse-peak" trains to allow people to take the railroad to jobs on Long Island during traditional business hours.

The LIRR's Main Line from Farmingdale to Ronkonkoma also presents connectivity problems: it is largely

single track, with double tracking only at stations and selected passing sidings, making it very challenging to recover from adverse operational conditions and service disruptions. Infrastructure challenges also create timetable limitations, particularly for off-peak trains. To address these challenges and to enhance service reliability and train service opportunities along this very critical corridor, the LIRR is currently constructing a full second track. The first phase, from Ronkonkoma to Central Islip, is under construction and funded in the MTA's 2010-2014 Capital Program. Phase II, funded in the 2015-2019 Capital Program, will complete the double track by constructing the Central Islip to Farmingdale segment. When completed, the LIRR will be able to provide bi-directional, half-hourly off-peak service in this

corridor, greatly enhancing service opportunities for customers.

The East Side Access (ESA) project will bring the MTA LIRR directly to Grand Central with a new two-level terminal constructed below the existing Terminal. During the morning rush hour, ESA can provide up to 65 percent more trains per hour from Queens and Long Island to Manhattan. Commuters heading to the East Side will save up to 40 minutes on their daily commute, and those heading to Penn Station will enjoy a less crowded, more comfortable ride.

Improving the connections within Nassau and Suffolk counties are key considerations for job growth and sustainable development. One of Nassau County Executive Ed Mangano's preeminent initiatives is the reinvigoration of the Nassau Coliseum in the heart of the Nassau Hub, which is already on its way to becoming a major destination and focal point for economic development in the county. Aside from the ongoing revitalization of the Nassau Coliseum itself, more than 150,000 square feet of adjacent destination retail and entertainment uses are in the permitting pipeline. The county has also partnered with Memorial Sloan Kettering on the construction of a 140,000 square foot state-of-the-art cancer treatment and research center on a five acre portion of the Coliseum site. Looking further into the future, the county has set forth its "LINC" vision for the Coliseum site that would also include a biotech campus to be anchored by Northwell Health's Feinstein Institute for Medical Research.

Complementing the vision for redevelopment of the Coliseum site are the facility improvements and expansion plans of both Hofstra University and Nassau Community College. The county's economic impact projections for the build out of the Hub, including the renovation, retail and biotech campus, include the generation of over 11,000 construction jobs, 8,800 permanent jobs in Nassau County, and nearly \$1.3 billion in annual economic activity.

The economic benefits of the transformation of the greater Nassau





Hub will be supported by the ongoing transit enhancement initiative known as the Initial Operating Segment (IOS) of the Locally Preferred Alternative that evolved out of the completed Nassau Hub Alternatives Analysis. This IOS will use a premium Bus Rapid Transit service to connect the Village of Hempstead with Roosevelt Field via a four-mile route with roughly nine stations at key locations, including Hofstra University, the Nassau Coliseum property, Nassau Community College and Nassau County's Museum Row.

Nassau County's bus system, Nassau Inter-County Express (NICE) is looking to new technologies to sustain and grow ridership in support of local and regional economic development. Its GoMobile app, launched June 2015, has been downloaded over 30,000 times and makes up approximately 4 to 5 percent of daily fare collection, well exceeding expectations. Additionally, in August 2015, NICE launched real-time bus arrival information and trip scheduling via the mobile application The TransitApp; now, Nassau County riders have the

highest frequency of use of any transit system using The TransitApp. Beginning in spring 2016, NICE is planning to install digital bus arrival screens at the Rosa Parks Transit Center that will display predicted bus arrival information and the bay in which the bus will arrive. NICE is also exploring Flex On-Demand Service using a digital platform to book, pay for and confirm trips.

In addition to transit initiatives, Nassau County continues to work with local municipal officials, stakeholders and constituents in preparing and implementing complete street projects and programs designed to improve safety, increase mobility and complement local downtown revitalization efforts. The county has successfully completed traffic safety improvement and complete streets initiatives in the mixed-use communities of Island Park and Long Beach, and is in the final stage of preparing complete streets design alternatives for consideration in downtown Baldwin.

Further east, as population and employment continue to grow across Long Island, Suffolk County Executive

Steve Bellone developed Connect Long Island, a regional transportation and development plan that aims to create sustainable economic growth through coordinated land use and transportation planning, supplemented by strategic investments in transportation infrastructure. A major component of the plan addresses the need for north-south mass transit to connect the county's key assets and the existing east-west transit system provided by the LIRR. Building upon this initiative, Suffolk County identified three major corridors in which to build a BRT system – Route 110, Sagtikos Parkway and Nicolls Road. This new BRT system will provide necessary connectivity through an express bus service that operates on dedicated lanes and combines features such as transit signal priority at intersections and real-time vehicle tracking information.

Expanding on the idea of Connect Long Island, the County Executive identified the Nicolls Road corridor as the Long Island Innovation Zone, which aims to connect the numerous education centers, research institu-

tions, and vibrant downtowns that are located within the area through a multi-modal corridor that combines the BRT with a hiking and biking trail. In addition to the proposed BRT corridor, the project involves the build out of the Ronkonkoma Hub, including TOD; the construction of the North Terminal at Long Island MacArthur Airport, which will provide a seamless plane-to-train connection to the LIRR; and the relocation of the Yaphank LIRR train station to the Brookhaven National Laboratory property, establishing a link to one of the county's major employment and research hubs.

Major improvements are also underway to modernize the county's existing 53-route local transit system,

which traverses 900-plus square miles. Improvements to the current system include real time bus information apps that will be accessible through any smart phone, and a new fare collection system that can collect fares via various media types including smart cards and cell phones and provide customers with electronically-generated change that will not expire. For the first time, passengers will be able to purchase fares via their home computer or cell phones. The new GPS-enabled AVL program will enable the transportation operations system to adapt to the travel demands of the public by utilizing automatic passenger counters that can track boarding and alighting passengers

and determine where service can be modified to meet the travel demands of the public.

Suffolk County will also provide 100 percent paratransit coverage for its disabled residents as it eliminates minimum ADA coverage zones and provides easy access to all of its residents. The county will also continue to upgrade its passenger amenities with fuel efficient buses, adding bus shelters and automated next stop information displays in every one of its transit buses. Altogether, these strategic transportation investments advance the county's objective of improving mobility, access, and safety, while enhancing economic competitiveness and capacity.





Getting from “here to there” requires a shared vision to set the course, creative ideas and planning to implement the vision, and effective leadership to bring it all together.

When the member agencies come together as NYMTC, they collaborate to achieve a shared vision for the region that reflects both their planning and responsibilities as individual agencies, while also building on their mutual interests and needs. They come together to create a blueprint for the region's transportation future over the near and long terms as part of a shared vision for sustainable development.

NYMTC's members make choices regarding transportation infrastructure that have a profound impact on many communities throughout the region. Their partnership facilitates their shared vision, supports critical transportation infrastructure investments that improve the environment, foster economic growth, and are crucial to attracting and retaining intellectual capital, thereby sustaining the region now, and into the future.



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