



Mid-Hudson South Transportation Coordinating Committee (unapproved) Executive Meeting Synopsis

Wednesday, July 31st, 2025

Rockland County Building T, Pomona, New York

MEETING ATTENDEES

Adam Levine, New York Metropolitan Transportation Council
Ali Mohseni, Mid-Hudson South Transportation Coordinating Committee
Allyce Braddy, Mid-Hudson South Transportation Coordinating Committee
Amaury Medina-Milford, New York Metropolitan Transportation Council
Andrew Buder, New York Metropolitan Transportation Authority, Metro-North Railroad
Barbara Barosa, Putnam County Planning Department
Craig Lader, Westchester County Planning Department
Dain Pascocello, Putnam County
Dan Quinn, Rockland County Planning Department
David Drits, New York Metropolitan Transportation Council
David Lake, Mid-Hudson South Transportation Coordinating Committee
Eric Vanderwall, Rockland County Planning Department
Fidel Garcia, New York Metropolitan Transportation Council
Ilana Wagner, Westchester County Planning Department
Jack Ma, New York Metropolitan Transportation Council
James Rusak, New York State Department of Transportation
Jennifer Sicuranzo, Westchester County Planning Department
Joe Bellucci, Putnam County Planning Department
Joe Raguzin, Rockland County Planning Department
Joy Britton, New York Metropolitan Transportation Council
Kathy Lander, New York Metropolitan Transportation Council
Larisa Morozovskaya, New York Metropolitan Transportation Council
Leslie Fordjour, New York Metropolitan Transportation Council
Mark Debald, Dutchess County Transportation Council (DCTC)
Mark Maglienti, New York Metropolitan Transportation Council
Mike Chiume, New York Metropolitan Transportation Council
Munnesh Patel, New York Metropolitan Transportation Council
Nancy Zou, New York State Thruway Authority
Nicole Farmer, New York State Department of Transportation

Nicole Sullivan, Western Connecticut Council of Governments
Nikhil Natarajan, New York State Department of Transportation
Olayinka Alamu, New York Metropolitan Transportation Council
Patrick Gerdin, Rockland County Planning Department
Robert Mortell, Mid-Hudson South Transportation Coordinating Committee
Rossana Weitekamp, New York Metropolitan Transportation Council
Sam Sadik, Mid-Hudson South Transportation Coordinating Committee
Sandra Jobson, New York State Department of Transportation
Sandra Reyes-Guerra, New York Metropolitan Transportation Council
Stephanie Brooks, New York Metropolitan Transportation Council
Stephen Courage, Westchester County Planning Department
Stephen Powers, Rockland County Planning Department
Taylor Richards, Westchester County Planning Department
Tiana Grimes, New York Metropolitan Transportation Authority
Todd Fontanella, Western Connecticut Council of Governments
Vallon Parsons, New York Metropolitan Transportation Authority
Yahaira Roman, Rockland County Planning Department

- 1 **Call to Order and Roll Call:** Ali Mohseni, Staff Director at Mid-Hudson South TCC, welcomed the attendees to the MHSTCC Executive Meeting. Ali Mohseni informed the attendees that the meeting was a hybrid meeting, with some participants in person in Rockland County Building T and some participants attending remotely. Ali Mohseni displayed the meeting agenda and passed the Call to Order and Roll Call to James Rusak, Assistant Commissioner, Regional Affairs and Asset Management, acting Regional Director for the New York State DOT's Region 8 office in Poughkeepsie, and Secretary of the Mid-Hudson South Transportation Coordinating Committee (MHSTCC) to begin the meeting. James Rusak opened the meeting at 11:30 a.m. and started with the roll call and introductions. Mr. Rusak confirmed receipt of the required signed proxy letters from the principals and that a quorum of voting members was present.
- 2 **Opening Remarks:** James Rusak turned the meeting over to Stephen Powers, Director of Rockland County Public Policy & Intergovernmental Regulations, representing Rockland County Executive Edward J. Day, Chair of the MHSTCC. Stephen Powers welcomed attendees to the meeting. Mr. Powers informed the attendees that the meeting was being offered as a webinar and would be archived and available through the New York Metropolitan Transportation Council (NYMTC) website to comply with New York State's Executive Order No. 3 on Public Access to Government Decision-making.

3 Development of the Federal Fiscal Years (FFYs) 2026–2030 Transportation Improvement Program: Mr. Powers introduced Ali Mohseni, Staff Director, MHSTCC, to provide an overview of the development of the FFYs 2026–2030 Transportation Improvement Program (TIP). Mr. Mohseni explains that the NYMTC Public Participation Procedures require the TIP, Regional Transportation Plan (RTP), and related transportation conformity determinations to be publicly reviewed. The public review period for the proposed FFYs 2026– 2030 TIP was from June 2nd through July 1st, 2025. Mr. Mohseni provided an overview of NYMTC, the Metropolitan Planning Organization for New York City, Long Island, and the lower Hudson Valley. To receive federal transportation and planning funds, Federal regulations require that each urbanized area with a population of 50,000 or greater must have a planning process. In this region (NYC urbanized area), implementing this transportation planning process is the responsibility of the New York Metropolitan Transportation Council (NYMTC).

NYMTC is a regional council of governments consisting of nine voting and seven advisory members; NYMTC is an organization required by Federal legislation which authorizes funding for transportation in this region; NYMTC provides its region with a collaborative planning forum in which to address transportation-related issues from a regional perspective and to plan for and make decisions on the use of federal transportation funds. Mr. Mohseni explained that the 10-county planning area is home to more than 13 million people. This is approximately 65% of New York State's population and 4% of the nation's population. The planning area covers approximately 2,440 square miles. The planning area is divided into subregional areas to better respond to local needs. Mid-Hudson South TCC assists our members with transportation planning in the lower Hudson Valley area. The Nassau Suffolk TCC and the New York City TCC serve the other areas.

- Voting members include the county executives of Westchester, Rockland, Putnam, Nassau, and Suffolk Counties; NYCDOT, NYCDOP, NYSDOT, and the Metropolitan Transportation Authority (MTA).
- Advisory members include the PANYNJ, New Jersey Transit, the North Jersey Transportation Planning Authority (NJTPA), the New York State Department of Environmental Conservation, the Federal Highway Administration, the Federal Transit Administration, and the United States Environmental Protection Agency.

Mr. Mohseni explained that Congress funds Transportation through Authorizations and Appropriations. The Infrastructure Investment and Jobs Act (IIJA) is the current, multi-year Authorization Act. It was signed into law on November 15, 2021, and it reauthorizes the surface transportation program for five years. We assume funding will continue at current levels beyond 2026. The previous Authorization Act was the FAST Act, which provided \$293 billion in funding. IIJA shows a substantial increase from the FAST Act, a \$274 billion

increase. Title 23 Formula Funding Programs are programs administered by FHWA. These programs include:

- National Highway Performance Program (NHPP)
- National Highway Freight Program
- Surface Transportation Block Grant Program (STBGP)
- o Transportation Alternatives Program (STBGP set aside)
- Congestion Mitigation – Air Quality Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- o Railway–Highway Crossings (HSIP set aside)
- Metropolitan Planning
- Carbon Reduction Program
- PROTECT Program
- National EV Infrastructure Program

Transit providers can utilize funding programs, such as CMAQ and Carbon Reduction Program funding. Title 49 Formula Funding Programs are programs administered by FTA. Each funding program has its own purpose and eligibility requirements.

- Section 5303: Metropolitan Transportation Planning
- Sections 5307/5340: Urbanized Area Formula
- Section 5309: Fixed Guideway Capital Investment
- Section 5310: Enhanced Mobility of Seniors and People with Disabilities
- Section 5337: State-of-good-repair (fixed guideway and high-intensity motorbus)
- Section 5339: Bus and Bus Facilities

To receive federal transportation funding, a continuing, cooperative, and comprehensive planning process is required. Our mandated planning products include:

- A long-range Regional Transportation Plan (minimum 20 years – the “Plan”)
- A medium-range Transportation Improvement Program (minimum 4-year program – the “TIP”)
- An annual Unified Planning Work Program (one year – the “UPWP”)
- A Congestion Management Process (CMP), since NYMTC’s planning area is designated as a transportation management area, or TMA.
- A Transportation Conformity Determination, containing a regional emissions analysis, since NYMTC’s planning area includes all or part of several air quality nonattainment or maintenance areas under the Clean Air Act Amendments of 1990, and
- A periodically updated Public Involvement Plan.

We are working on this portion of the planning process, the Transportation Improvement Program, or TIP. The TIP is the focus of this portion of the Executive meeting.

NYMTC's program is substantial, with over 900 projects. Our Metropolitan Planning Organization provides funding for numerous transportation needs in areas such as Transit, roadways and bridges, bicycle and pedestrian, Transit and Road Safety, System and Demand Management, and operating and maintenance. NYMTC's TIP is programmed for five years from Federal Fiscal Years 2026–2030. The first four years of the TIP match the State Transportation Improvement Program (STIP, which enables the obligation and eventual federal reimbursement of funds encumbered by our members.

A new TIP is usually developed every two to three years. This is an enormous effort, and it can take as long as a year to build and construct a new TIP. This effort requires the coordination of many agencies. Development cycles are coordinated with the Statewide TIP or STIP development schedule and our sister MPOs. TIP development cycles include air quality analysis to ensure the projects selected do not violate the National Ambient Air Quality Standards under the Clean Air Act. During each cycle, Existing projects are updated, new projects are programmed, and new fiscal years are added. Our last TIP cycle occurred for the FFYs 2023 – 2027. Our new TIP will begin in the fourth year of the current TIP and replace that TIP. This will be the start of a new five-year transportation program beginning October 1, 2025, which is the start of FFY 2026.

The total proposed programmed funding for NYMTC is \$38.9 billion, of which \$10.2 billion is included for projects in the MHSTCC listing. Mr. Mohseni described how to view the projects on the NYMTC website through the project visualization capability or the TIP documentation. He discussed the federal Transportation Performance Management requirements and the TIP development timeline.

To fund NYMTC's program, the State divides each formula fund between allocable and non-allocable categories through the New York State Department of Transportation. Formula funds include the Congestion Mitigation Air Quality Program, the Highway Safety Improvement Program, the National Highway Performance Program, and the Surface Transportation Block Grant Program. The state creates funding targets for these funding sources, which are used as parameters to guide our program-building efforts. Allocable building targets are identified for each region, while the State manages non-allocable funding centrally in conjunction with the Metropolitan Planning Organizations.

This TIP intends to identify needs independent of fund source and distribute targets accordingly. Funding or Planning targets for the Proposed FFY 2026– 2030 TIP are set with the following assumptions:

- The IIJA sets federal authorizations for each funding program through September 30, 2026.
- Assumed NYS funding levels for FFYs 2027 through 2030 are derived from the IIJA authorizations.
- New York State DOT uses these assumed funding levels to develop planning targets for its 11 administrative regions.

Three of the 11 NYSDOT administrative regions are within the NYMTC planning area. Region 8 covers seven counties in the lower Hudson Valley. Three of them are in NYMTC's Planning area. Region 10 includes Nassau and Suffolk Counties, both in NYMTC's planning area. And Region 11 covers the five boroughs of NYC, all of which are in NYMTC's planning area. NYMTC's Program is Fiscally Constrained. Fiscal constraint has been a requirement since the passage of the Intermodal Surface Transportation Efficiency Act in 1991. The program, therefore, is not just a collection of projects or a wish list. It is federally mandated that the fiscally constrained program not exceed resources that are "reasonably expected to be available" in our Regional Transportation Plan and Transportation Improvement Program. To that end, our program cannot exceed the planning targets set by the State. The program is balanced against the various funding streams to ensure sufficient resources cover proposed expenses. Usually, most of the spending happens within the first few years. In this case, we expect to utilize 44 percent of the total programmed amount by the end of FFY 2027 and approximately 18.7 percent during the remaining years in the TIP. There is a steady decline in programmed amounts between FFY 2026 and FFY 2028, and then an increase in FFY 2029 before reverting to the pattern seen in the first three years. The proposed TIP's \$38.9-billion-dollar program is funded by fifty-eight percent federal aid and forty-two percent state or local aid, respectively. In contrast, the currently adopted TIP utilizes more state/local aid, with the split being forty percent to sixty percent. It all comes down to the projects being programmed and the availability of federal funds. There are 908 unique projects of varying sizes and scopes within this program. Two hundred eighty of these are in the Lower Hudson Valley.

Mr. Mohseni displayed a graph that breaks down the highway-related program by 'project purpose' or 'work type.'

Mr. Mohseni went over some of the work types, as some of them are not as intuitive:

"Study" refers to studying transportation alternatives within a specific route or transportation problem.

"New Construction" is for constructing new highways or adding lanes on existing roadways. That is why it has its dedicated work type as opposed to being included among the other categories, and "Mobility" is for projects that aim to reduce the number of one-passenger vehicles and encourage other forms of transportation.

R&P is for Reconditioning and Preservation, for example, repaving to improve structural integrity and rideability.

In addition to publishing the TIP for public review, NYMTC must make it available in an electronically accessible format. A project visualization link was shown for that purpose. The visualization is prepared using ArcGIS Online to help users quickly find projects in their area. This link can also be found on the NYMTC website.

NYMTC must comply with federal Transportation Performance Management requirements. The requirements state that:

- The TIP shall include a description of the anticipated effect of the TIP toward achieving performance targets.
- NYMTC has established and is using a performance-based approach to transportation decision-making to support national goals for transportation performance.
- The anticipated effects of the TIP toward achieving statewide performance targets are described in the proposed FFYs 2026–2030 TIP.

National performance goals include:

- Safety
- Infrastructure condition– including bridge and pavement
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability and
- Improved Project Delivery.

Mr. Mohseni moved on to developing the 2026 – 2030 TIP timeline. A thirty-day public comment period for the draft FFYs 2026–2030 TIP and the draft Transportation Conformity Determination started on Monday, June 2, 2025, and ended at 4 pm on Tuesday, July 1, 2025. From July 29th to August 1st, each TCC holds Executive meetings to recommend the subregional project listings on the TIP. On August 21st, 2025, the Program, Finance and Administration Committee meeting will recommend the full draft TIP for Council Adoption. Then, on September 5th, 2025, a Council meeting to adopt the TIP will be held. The TIP will then be combined with the Statewide Transportation Improvement Program for adoption by our federal partners.

- 4 Significant Projects: Mr. Mohseni directed the meeting back to Mr. Powers, where Mr. Powers went on to open the discussion on Projects on the FFYs 2026–2030 TIP to the MHSTCC committee members.

Barbara Barosa, Commissioner of Putnam County, representing county executive Kevin Bern, spoke out on three proposed intersection reconstruction projects that would mitigating construction in these intersections through approach realignments, grading, expanding the intersection geometry, adding modernized traffic control devices and turning lanes in Putnam County: Hill Street & Route 6N, NYS Route 22 & Havelin Hollow Road, and John Simpson Road & Route 6. In addition, Barbara spoke out on one additional project, a reconstruction and resiliency improvement project at Ludingtonville Road. The roadway needs to be widened and realigned for safety. Secondly, Craig Lader, Director of Transportation Planning of Westchester County, representing county executive Ken Jenkins, spoke out on two projects Westchester County is sponsoring on the FFYs 2026–2030 TIP. For Westchester County's first project, Mr. Lader discussed the construction of Tarrytown Kensico railway bridge, which proposes using CMAQ funds to design a new bike/pedestrian bridge over the Sprain Brook Parkway that will link several additional trails within Westchester. Mr. Lader then elaborated on Westchester's 2nd project, capital improvements to the White Plains Transportation Center, which would use STB LG Urban funds to support the need to update the facility. The project, upon completion, will improve the rider experience through enhanced circulation, better wayfinding, improved lighting, and many other benefits. Mr. Lader also acknowledged that many projects are sponsored by their municipal members, the cities, towns, and villages within Westchester.

Metro–North Railroad, Tiana Grimes, director of capital funding management at MTA, representing Chief Executive Officer and Chair of MTA, Janno Lieber, talked about the MTA project listings for the FFYs 2026–2030 TIP, which are drawn from the approved MTA 2025–2029 Capital Program, which is focused on achieving a state of good repair for the overall system. For Metro–North Railroad MTA is advancing a comprehensive portfolio of projects across New York City, Westchester, Putnam, Dutchess, Rockland, and Orange counties. These include investments in rolling stocks, stations, track, line structures, communications, signals, shops and yards, and power systems. The key highlights of MTA's 2025–2029 Capital Program include station ADA improvements paired with component repair efforts to enhance accessibility and to address state-of-good-repair needs. Significant investments in station rehabilitation and signal system upgrades. Signal system modernization, including signal normal replacement and signal system renewal of legacy components, to improve reliability and performance. And finally, substation replacements and component renewals addressing agent infrastructure and strengthen power delivery across the system. These projects reflect a continued commitment to safety, accessibility, and reliability for Metro–North's riders throughout the Hudson Valley and beyond.

Sandra Jobson, Regional Manager of NYSDOT, spoke about three projects sponsored by NYSDOT on the FFYs 2026–2030 TIP, including a \$7.5 million investment project in the reconstruction of State Route 52 at Ludington Ville Road located in Putnam Valley. Next construction season, a \$22 million resurfacing project will be conducted along Route 303 and Route 304. In Westchester County, NYSDOT will reinvest \$50 million in the State Highway System in four communities to support Complete Street Projects, including a segment of Route 9, a segment of Route 22, Route 1 and Yonkers Avenue.

Nancy Zou, Traffic Systems Manager of NYSTA, was asked if there were any projects NYSTA had to report. There were none.

For Rockland County, Patrick Gerdin, Principal Transportation Planner, discussed the county's Highway Projects, including bridge replacements on Main Street in Stoney Point, Williams Street in Pearl River, and Gagan Road in Haverstraw. Other projects, includes bridge rehabilitation, at Lawrence Street in Spring Valley, and Pascack Road in Chestnut Ridge Bridge. Future funding also includes the construction of modern roundabouts, construction of Main Street and Zuckor Road in New City, Lime Kiln, and Wilder Road in Wesley Hills. Mr. Gerdin spoke of bike/pedestrian projects in Central Drive and Central Highway in Stony Point, and then the Spook Rock road extension project, connecting Skymeadow Road with Wesley Chapel Road to enable safe access to State Route 202. Mr. Gerdin also mentioned that Rockland County Planning and Public Transportation Department will finalize the Right of Way (ROW) acquisition for the Railroad Crossing Safety Improvement projects on the West shoreline soon. This will install supplemental safety measures at 13 grade crossings in Orangetown, Clarkstown, and Haverstraw, and will enable crossings to be eligible for future wild zone designations.

Mr. Powers thanked the members for sharing their important projects and opened the floor for public participation.

- 5 Public Participation: Mr. Powers mentioned that the public review period for the proposed FFYs 2026–2030 TIP was held from June 2nd to July 1st, 2025. Mr. powers also mentioned that 15 minutes are set aside in today's meeting agenda for formal public participation and registered speakers on a first come, first served basis.

There were no speakers.

- 6 Actions Items:

6a Action Item – Accept: September 7, 2022 Meeting Synopsis: A synopsis of the last Executive Meeting on September 7, 2022, was included in the meeting package. A motion to accept the synopsis with no changes was made by Craig Lader, representing Westchester County, and was seconded by Barbara Barosa, representing Putnam County. The motion was unanimously approved.

6b Action Item – Adopt: Resolution #MHS-2025-1 – Recommendation of the Mid-Hudson South Project Listing for Inclusion in the FFYs 2026-2030 Transportation Improvement Program: Mr. Powers asked Ali Mohseni, Mid-Hudson South TCC Staff Director, to introduce the resolution.

Mr. Mohseni explained that resolution #MHS-2025-1 recommends the proposed project listing for the Mid-Hudson South TCC to the full NYMTC council for inclusion in the FFYs 2026-2030 TIP. NYMTC delegated MHSTCC the responsibility for recommending the project listings for Putnam, Westchester, and Rockland Counties for inclusion in the NYMTC TIP, and that the project listings were developed in accordance with federal regulations. He also mentioned that the proposed project listings went through the required 30-day public review period. Mr. Mohseni requested that the MHSTCC recommend the proposed listing for inclusion in NYMTC's Federal Fiscal Years 2026-2030 TIP.

Mr. Powers asked for a motion to adopt the resolution. Barbara Barosa, representing Putnam County, made a motion to adopt the resolution; James Rusak, representing NYSDOT, seconded the motion. The motion was unanimously approved.

6c Action Item – Selection of New TCC Chair: Mr. Powers introduced the last action item, the selection of the next MHSTCC Chair. He reported that the selection had been made in accordance with the Joint TCC Operating Procedures and that he had been informed that the MHSTCC members had unanimously selected Westchester County Executive Ken Jenkins as the next MHSTCC Chair, with Craig Lader as Westchester County's representative.

Craig Lader accepted on behalf of County Executive Ken Jenkins. The Westchester County Executive's first duty will be to convene the next MHSTCC Executive meeting. NYMTC Staff will arrange the meeting details and notify the public.

7 New Business: Mr. Powers asked members if there was any new business to discuss. No new business was raised.

- 8 Adjournment: Mr. Powers asked for a motion to adjourn. Tiana Grimes, representing MTA, motioned, and Craig Lader, representing Westchester County, seconded the motion. The meeting was adjourned at 12:05 p.m.

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