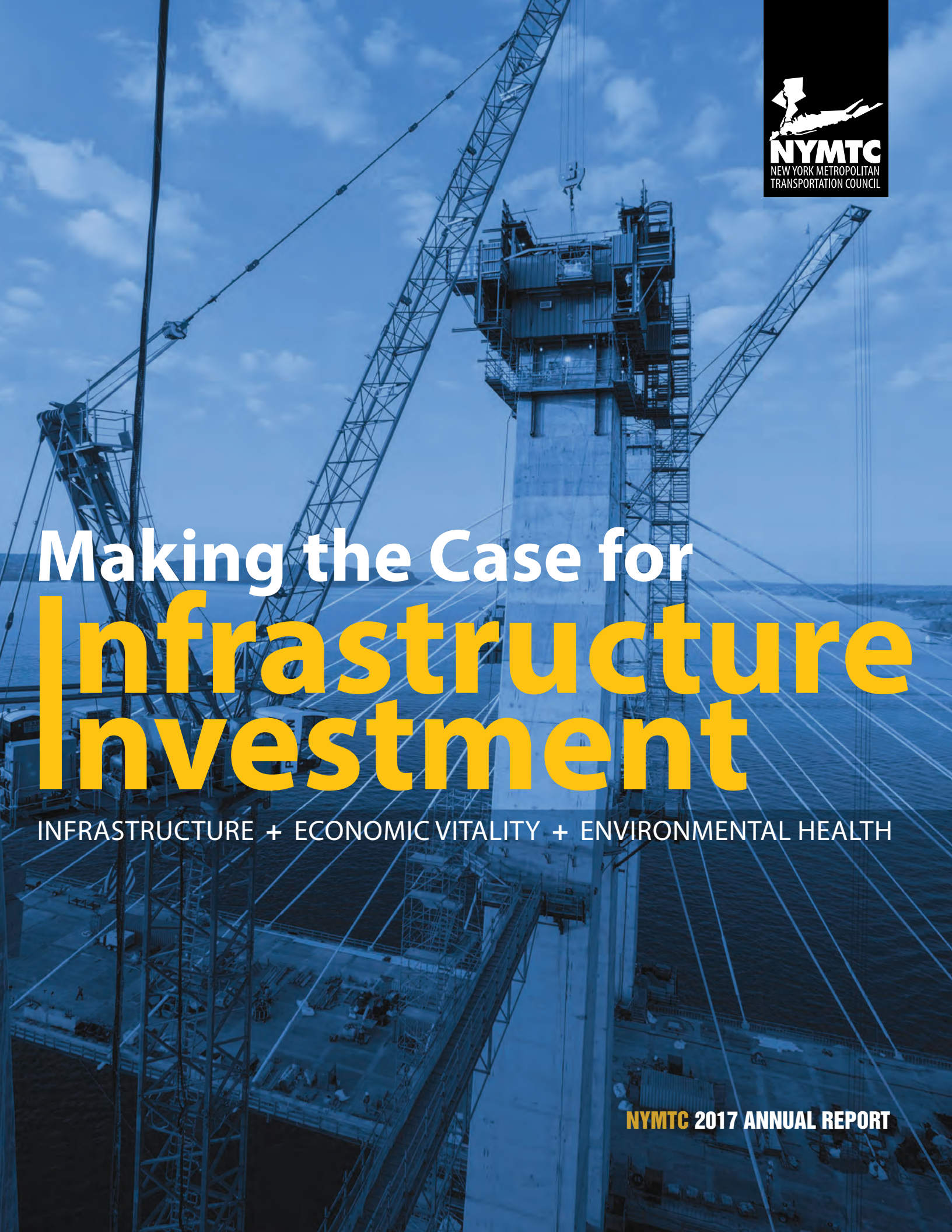




Making the Case for Infrastructure Investment

INFRASTRUCTURE + ECONOMIC VITALITY + ENVIRONMENTAL HEALTH

About NYMTC



The New York Metropolitan Transportation Council (NYMTC) is a regional council which is the MPO for New York City (NYC) and five surrounding suburban counties. NYMTC coordinates the transportation needs of the five boroughs of NYC and the counties of Nassau and Suffolk on Long Island, and Putnam, Rockland and Westchester in the lower Hudson Valley.

NYMTC is comprised of the chief elected or appointed officials of 16 member agencies; nine voting members and seven advisory members. These member agencies

come together as NYMTC to create a long-range regional plan, a related program of transportation improvements and an annual work program of planning projects and activities that together distribute funding and prioritize projects and studies for the entire NYMTC planning area. In doing so, NYMTC fulfills the federal metropolitan planning requirements ensuring the eligibility of its planning area to receive federal funding.

The mission of NYMTC is to serve as a platform for collaborative discussion on transportation-related issues from a regional perspective; facilitate informed decision-making within

NYMTC by providing sound technical analyses and forecasts; ensure that its planning area will obtain the maximum federal funds available; and focusing the collective planning activities of its members to achieve a shared regional vision.

NYMTC's current staff includes a Central Staff located in lower Manhattan, and staff in the three satellite offices which serve its three geographically-based Transportation Coordinating Committees, or TCCs. The TCCs cover the three major subregions in NYMTC's planning area: New York City, Long Island and the lower Hudson Valley.

Message from the Executive Director



It is truly a privilege to have been selected as the eighth Executive Director of the New York Metropolitan Transportation Council (NYMTC). Having spent the better part of my career in transportation, specifically construction, I have learned that in order to make the transformative transportation infrastructure investments necessary to sustain this region's economic competitiveness, the region must speak with a common voice.

Without question, New York State has demonstrated an unwavering commitment to making this region stronger than at any other point in our history. Under the Governor's leadership, we are seeing a remarkable renaissance, including:

- Construction of the new New York Bridge;
- Redevelopment of the new LaGuardia Airport; and

- Completion of the Second Avenue Subway.

But this is just the beginning. These transformative projects are happening all across the region, including:

- Conversion of State Route 347 in Suffolk County into a Green Corridor; and
- Facilitating Transit-Oriented Development (TOD) adjacent to the Brewster Metro-North Train Station

At the same time, both the new Administration in Washington, and some in Congress, have advocated for investing up to \$1 trillion in infrastructure financing. Building on our success, this region is uniquely positioned to deliver on that promise. This promise will only be fulfilled, however, if it includes a balance of both public and private funding and finance tools. Any new federal infrastructure initiative

should complement and utilize programs authorized under the Fixing America's Surface Transportation (FAST) Act.

Given the convergence of these opportunities to address the region's pressing transportation infrastructure needs, the theme for this year's Annual Report and for the Council's Annual Council Meeting will be "How Does Our Region Make the Case for Infrastructure Investment?"

I feel strongly that NYMTC's new Regional Transportation Plan (RTP), which is scheduled to be adopted during the summer of 2017, will be a powerful statement in making the case for increased investment.


Jose M. Rivera, P.E.
 Executive Director

Message from the Co-Chairs



The honor that comes as co-chair of NYMTC comes to me as County Executive of Putnam County, the smallest (in population) county in the MPO, at a time when the County is undergoing, among other things, a re-vitalization of the Village of Brewster as a transit-oriented development area, poising this very historic community to become a hub of commerce driven by commuters, tourists and visitors.

The Brewster re-vitalization initiative is particularly noted in order to highlight the importance of our roles as principals in our respective municipalities and identify and plan projects that address the current and future needs of all regional transportation related issues. Notably too, the needs and desires of the "millennials" must also be considered as "recruiting and retaining" them, together with the influx of the

estimated trillions of dollars in spending power, and the overall health and safety of our residents and local communities, cannot be understated.

The planning and funding of transit related projects comes with the understanding and responsibility to the significance of mobility of all of our residents – where they live, work and play – and the overall importance of sustaining a healthy and safe community.

MaryEllen Odell *continued on next page*

Message from the Co-Chairs

MaryEllen Odell continued from previous page

As leaders we are responsible to our communities to ensure that our vision includes all components of public safety, interoperability and the value of communication as it relates to homeland security in all areas of transportation networks. As principals we should continue to explore

opportunities for efficiencies and collaboration designed to garner regional and multi-jurisdictional partnerships in transportation – even across state lines.

It is opined that implementing the foregoing will benefit all taxpayers and maximize the value in transit-related goals in each and

every one of our respective communities – benefiting everyone in this great MPO and beyond.



MaryEllen Odell
Co-Chair and
Putnam County Executive



"Our predecessors clearly understood the importance of undertaking daring projects, projects that transformed the region's economy and solidified New York's position as the Empire State."

Last year, with your strong support, the New York State Department of Transportation (NYSDOT) realized the first long-term transportation infrastructure investment plan in nearly a decade. NYSDOT is currently delivering the second year of the unprecedented \$21.1 billion five-year investment in our roads and bridges, rails, transit systems and airports - from Montauk to Niagara Falls. Together, these collective investments will keep New York's economy growing into the next century while creating 250,000 construction jobs.

To illustrate the enormous economic impact of NYSDOT's capital plan, since last April, NYSDOT-awarded projects will utilize:

- More than 90,000 tons of steel, the amount of steel used to manufacture 90,000 automobiles;
- More than 6.7 million tons of asphalt, the equivalent of paving a four lane highway from New York to California;
- More than 280,000 cubic yards of concrete, or four

and a half times the amount of concrete used to construct the Empire State building.

To sustain this momentum, New York must continue to build infrastructure in this region and in every region of the State. Governor Cuomo's proposed budget will do just that! The State Fiscal Year 2017-18 investment plan not only honors the commitments made through the unparalleled five-year capital plan, the proposed budget provides an additional \$1.2 billion in new resources to improve roadway access to and from JFK, and to accelerate the construction of several major regional projects by as much as three-years. Those projects will include, among others, the construction of the Town of Woodbury Transit and Economic Development Hub (State Route 17/32 interchange); and the construction of the second phase of the new Kosciuszko Bridge in New York City.

The foundation that Council members have established through the Regional Transportation Plan, and the support of efforts to aggressively stream-

line the project identification and delivery processes will serve this region well as we look to Washington for additional investment in transportation infrastructure. Our predecessors clearly understood the importance of undertaking daring projects, projects that transformed the region's economy and solidified New York's position as the Empire State. We too now have the opportunity to pay-forward those investments for our children's children.

We at NYSDOT are committed to working with Council members to make the strategic investments necessary for growth, and to assist municipal governments in delivering projects more quickly and efficiently.



Matthew J. Driscoll
Commissioner
New York State Department
of Transportation

ANNUAL NYMTC PROGRESS REPORT

Organizational Accomplishments

During the past year, NYMTC advanced the federally-mandated metropolitan transportation planning process, through which billions of dollars of federal transportation funding flow into its planning area to maintain and enhance roads and bridges, transit equipment, facilities, stations and rights-of-way; greenways, bikeways and pedestrian facilities; and operational programs that improve the efficiency of the transportation system.

Federal funding also supports the necessary planning activities and studies that define these transportation improvements. During the course of this work, NYMTC also made a variety of efforts to share information publicly and engage various public, community and stakeholder interests throughout its planning area. Some of NYMTC's major organizational accomplishments during Calendar Year 2016 include the following:

- In February 2016, NYMTC adopted a new Unified Planning Work Program (UPWP) for the state fiscal year beginning April 1, 2016. NYMTC's UPWP is developed annually and it defines the planning priorities in the ten-county planning area and describes all federally-funded transportation-related planning activities anticipated within a given program year. Its successful completion each year enables federal funding assistance to undertake planning activities by NYMTC's staff and its members.
- In April 2016, NYMTC launched its Language Access Program, which provides translation services



for people who are not fluent in English. The Program is a further enhancement to NYMTC's public involvement efforts to increase the accessibility of information about and input into the regional transportation planning process.

- In May 2016, NYMTC launched a newly redesigned website with language access capabilities. The new website features an improved design and layout, reorganized topics, and easier navigation. The website also features a Transportation Information Gateway, which can be used to locate, query, visualize and download transportation planning and socio-economic/demographic data.
- In September 2016, NYMTC adopted a new Transportation Improvement Program, or TIP, covering Federal Fiscal Years (FFYs) 2017 through 2021 and containing roughly 1,800 transportation projects totalling nearly \$32 billion in federal, state and local funding. The TIP confers federal eligibility to its constituent transportation

improvement projects that will strengthen and enhance our bridges, highways, transit services, bikeways and walkways. The TIP is derived from and consistent with NYMTC's Regional Transportation Plan (RTP).

- Also in September 2016, NYMTC adopted a new Transportation Conformity Determination that accompanied the newly adopted TIP. Transportation Conformity quantitatively demonstrates that NYMTC's RTP and TIP will not 1) cause or contribute to any new violation of the National Ambient Air Quality Standards, 2) increase the frequency or severity of any existing violations of the standards, or 3) delay timely attainment of the standards or any required interim emissions reductions or other milestones.
- NYMTC supported statewide solicitations for project proposals during the year under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and the Transportation Alternatives Program. Projects proposed by eligible recipients for funding under these programs were selected and amended into the TIP for development and implementation.
- During the FFY beginning October 1, 2015, NYMTC's members obligated just over 690 TIP projects or project phases totaling nearly \$3 billion. Once a project has been programmed on the TIP, funding for each of its phases must then be obligated. Obligation of funds can be thought of as a formal commitment of a specific amount of funds to a project, as opposed to the programming of funds on the TIP, which simply enable their eventual commitment. Obligation begins the flow of funds to a project.



THE REGION'S FUTURE

MAKING THE CASE FOR INFRASTRUCTURE INVESTMENT

Infrastructure, Economic Vitality and Environmental Health

The New York City metropolitan region, which stretches across parts of three states, enjoys a truly far-reaching system of roads, rails, bridges, tunnels, walkways, bikeways and greenways. Extensive bus transit services make use of the roadways while commuter railroads, subways, light rail services and freight railroads travel over the railways. The geographically diverse region is knitted together by this expansive infrastructure, allowing movement across varied terrain and a variety of water bodies.

Significantly, this metropolitan region is among the most economically productive in the country. This economy is dependent on the level of mobility in the region, which supports the movement of a staggering number of people on any given day. Despite its enormous size and population, the transportation system in the region is surprisingly efficient. Even so, traffic congestion reaches critical levels in a number of locations.

Work travel is a case in point. Travel to employment disproportionately impacts transportation congestion in metropolitan regions, since

many people travelling at roughly similar times creates peaks in travel demand which often outstrip the capacity of specific portions of the region's transportation infrastructure. According to the most recent data from the American Community Survey, 6.2 million workers in the New York City metropolitan region age 16 and older travel to their jobs each workday using this transportation system. Roughly 2.5 million of these workers, or 40%, make these trips via public transportation, while another 40% drive alone to work in cars, trucks or vans. The remaining 20% either share their rides in cars,



Hudson Yards Station

trucks or vans; walk or bicycle to work; use other means of travel such as taxis or motorcycles; or work at home.¹

For context, consider that for the country as a whole, 7.4 million workers age 16 or older use public transportation to travel to work. Remarkably, 34% of the workers who use public transit for work travel in the nation reside in the NYC metropolitan region.² By way of further comparison, only 11% of workers age 16 and older travel to their jobs using public transportation in the Chicago metropolitan region, while 2% do so in the Dallas metropolitan region and 6% in the Los Angeles metropolitan area.³ The relative efficiency of travel in the NYC region is borne out through these comparisons and that efficiency is dependent on the infrastructure that has taken shape over the last two centuries.

In 2015, the NYC metropolitan region's Gross Domestic Product (GDP) ranked first in the nation at \$1.6 trillion, followed by the Los Angeles region at \$931 billion, a little less than 60% of the NYC total. All U.S. metropolitan regions totaled \$16.2 trillion in GDP. Thus the NYC metropolitan region accounted for roughly 10% of the total GDP from 380 metropolitan regions across the country.⁴

These figures illustrate the enormous productivity and economic vitality of the NYC metropolitan region. Although there are many

factors which contribute to this pre-eminence, the extensive transportation infrastructure, and the public transportation components which help to increase efficiency, allow a level of mobility which supports the region's economic health.

Greater efficiency also means less environmental impact. Although NYC is among the areas that have not met National Ambient Air Quality Standards (NAAQS), emissions are mitigated by the efficiency of the transportation system. The extensive use of public transportation, shared ride and non-motorized alternatives reduces the number of vehicles using the transportation system and reduces vehicular emissions.

NYMTC's Planning Area

The 10 county NYMTC planning area lies at the core of the New York City metropolitan region. Although a subset of this three-state region, an estimated 12.7 million residents resided in the NYMTC planning area in 2015. NYMTC forecasts that the population of its planning area will exceed 14 million residents by 2045. Total employment in NYMTC's 10 counties totaled just under seven million in 2015 and is forecast to approach 7.5 million by 2045.⁵

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;
- 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 and over 3,200 bridges of all types, four major underwater vehicular tunnels, and special lanes for high-occupancy vehicles and buses;
- Four major commercial service airports; as well as general aviation and heliport facilities;
- Major deepwater seaport facilities and an extensive network of inland waterways supporting barge and ferry services; and
- More than 400 route miles of freight rail, much of which is shared with commuter rail services.

This extensive transportation system is heavily used. An illustration of this can be found through NYMTC's federally-required Congestion Management Process (CMP), which measures and forecasts vehicle miles of travel (VMT), a key indicator of regional travel. In 2014, nearly 177 million daily VMT were estimated in the NYMTC planning area and that total is forecast to increase by 12.3% to nearly 200 million by 2040. Additionally, public transit supports 20 million daily passenger miles.

The ratio of VMT to population is a measure of regional efficiency. Higher values of per capita VMT indicate greater reliance on cars, vans and trucks. Daily VMT per capita in the NYMTC planning area is calculated as 15.7 vehicle-miles per person in 2014. This ratio is forecast to increase to 15.9 VMT per capita by 2040, a 1.4% increase.

Daily VMT per capita in the NYMTC planning area compares favorably to other large metropolitan areas, such as Boston (17.9 daily VMT

per capita), Los Angeles (19.3 daily VMT per capita), Atlanta (21.3 daily VMT per capita) and Houston (23.1 daily VMT per capita). Once again, these favorable comparisons are testament to the relative efficiency provided by extensive transportation infrastructure.⁶

Investment for System Preservation

The enormous scale of the transportation infrastructure in NYMTC's planning area means that massive resources must be used to preserve that infrastructure. NYMTC's forthcoming RTP, which is scheduled for adoption this summer, will forecast this long-term investment. A preview of the financial forecasts in this new Plan, titled Plan 2045, follows.

Plan 2045 will cover 28 FFYs beginning October 1, 2017. During that planning period, Plan 2045 will forecast that roughly \$464 billion in year of expenditure (YOE) dollars will be required to preserve the federally-supported⁷ transportation system, an average of \$16.6 billion per fiscal year. Plan 2045 will also forecast that an additional \$22.4 billion dollars per fiscal year, on average, will be required to operate the system and maintain it on a day-to-day basis.

Enhancement of the System

NYMTC's forecasts of travel illustrate the pressing need to enhance as well as preserve the transportation system. Although the system is relatively efficient, both the roadway facilities and in many cases the commuter rail, subway and bus transit services are significantly congested during peak travel times.

NYMTC's CMP illustrates this point for the roadway system. At peak demand in 2014, more than 4,100 lane miles of roadway were seriously congested each day, and this congestion generated 6.7 million daily person hours of delay, a per capita average of 36 minutes. The CMP identified 19 critically congested roadway corridors throughout the NYMTC planning area, 10 of which are in NYC proper, five in suburban Long

Island and four in the lower Hudson Valley. Forecasted increases in travel demand will only exacerbate these issues: congested lane miles at peak demand are forecast to increase by 28% by 2040 and person hours of delay by 39%, to 42 minutes per day per person.

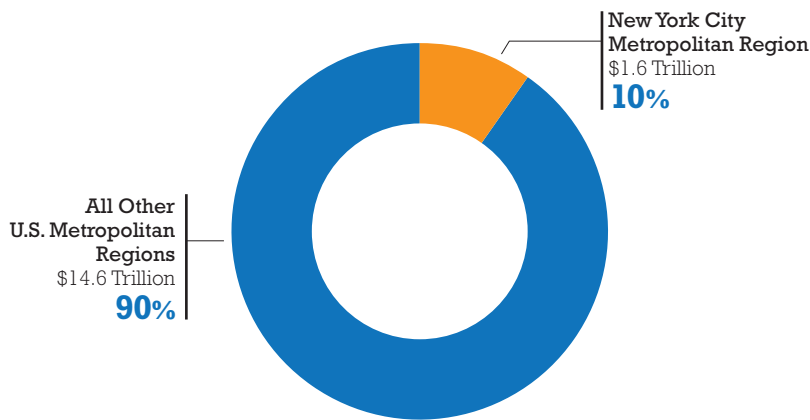
Transit ridership increases could also be problematic. Plan 2045 will forecast an 11% increase in daily transit trips in the NYMTC planning area to 11 million by 2045. This includes increases in transit trips of 10% in NYC, 23.5% in the lower Hudson Valley and 27.5% in suburban Long Island. For transit systems where ridership is already at record high levels, such as MTA New York City Transit subway service, which experienced ridership levels in 2015 unseen since 1948,⁸ accommodating additional growth will be a challenge.

These forecasts underscore the need to enhance all aspects of the transportation system in the long-term. Plan 2045 will illustrate this need. Various major system enhancement projects will be included within its fiscally-constrained element, totaling approximately \$40 billion in YOE dollars. Plan 2045 will also include a speculative "vision" element consisting of conceptual projects, mostly to enhance the system, which will be needed in the long-term but have not yet been sufficiently developed to enter the planning process. So the forecast of \$40 billion to enhance the system is only a starting point.

Financing the Future

In defining the long-term needs for system preservation and system enhancement, Plan 2045 will clearly make the case for infrastructure investment in the NYMTC planning area. And in its assessment of the resources which may be available, NYMTC's new Plan will underscore the need to expand federal, State and local financing to approximate historical trends since the passage of the watershed Intermodal Surface Transportation Efficiency Act in 1991. Plan 2045 will also explore new and innovative ways to fund needed major system enhancements.

2015 Gross Domestic Product



Source: U.S. Bureau of Economic Analysis

Indeed, NYMTC's members have already started down this path, as evidenced by the innovative financing approaches to major enhancement projects recently completed or nearing completion, including the new New York Bridge project to replace the Tappan Zee Bridge, the replacement of the Goethals Bridge, and the extension of the #7 subway line to new development on the far west side of midtown Manhattan. Plan 2045 will explore potential approaches to bring additional resources to bear for needed system enhancements, including increased private sector involvement, capturing the value of development supported by system expansion, and various forms of debt financing, including use of infrastructure banks and federal credit programs.

Notes

¹ 2011-2015 American Community Survey Five Year Estimates

² Ibid

³ Ibid

⁴ U.S. Bureau of Economic Analysis

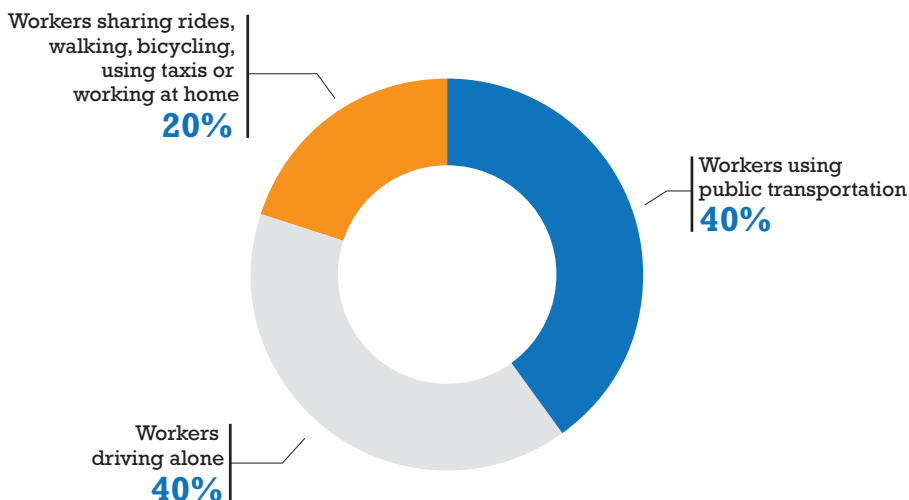
⁵ NYMTC 2050 Socio-Economic/Demographic forecasts

⁶ NYMTC 2013 Congestion Management Process Status Report

⁷ The portion of the transportation system that is eligible for federal transportation funding. This includes all non-local roadways and bridges, and all transit services and facilities, except for those under the jurisdiction of five self-financed public authorities: the Port Authority of New York & New Jersey, MTA Bridges & Tunnels, the New York State Thruway Authority, the New York State Bridge Authority and the Nassau County Bridge Authority.

⁸ MTA Website

Workers' Transportation Modes New York City Metropolitan Region



Source: 2011-15 American Community Survey Five Year Estimates;
All workers 16 years and older

NYMTC MEMBER

ACCOMPLISHMENTS

NYMTC's member agencies work actively within the metropolitan planning process to plan, develop and implement projects, programs and services which use federal transportation funding to address the members' shared goals and desired outcomes. Although these agencies undertake planning activities independently based on their individual responsibilities and jurisdictions, their planning is brought into a regional context when they come together as NYMTC to meet federal requirements and access federal funding.



MEMBER ACCOMPLISHMENTS THROUGHOUT REGION

NEW YORK CITY

New York City saw a broad range of improvements resulting from the metropolitan planning process over the last year:

- Governor Andrew M. Cuomo celebrated the on-time arrival of the first phase of the Second Avenue Subway – the subway system's first major expansion in more than 50 years – with the line's inaugural ride this past New Year's Eve. The new line's first ride and celebratory party were cohosted by then - MTA Chair and CEO Thomas F. Prendergast and attended by Second Avenue Subway and MTA workers, local community members, dignitaries, local elected officials and

members of former - President Obama's Cabinet.

The full length Second Avenue Subway project is part of the fiscally - constrained element of NYMTC's RTP, which establishes its on-going eligibility for federal funding. The projects making up the first phase appeared in subsequent NYMTC TIPs to enable that critical funding.

- In 2015, NYC Mayor Bill De Blasio announced that Queens Boulevard would receive \$100 million for capital improvements as part of the Vision Zero Great Streets safety initiative and the NYC Department of Transportation implemented safety improvements on Queens Boulevard from Roosevelt

Avenue to 73rd Street. The agency continued the project in 2016, installing safety improvements on Queens Boulevard between 74th Street and Eliot Avenue.

The Queens Boulevard Corridor is identified for these improvements in NYMTC's RTP and NYMTC's UPWP provided planning funding for the development of the improvements. Individual projects in the corridor appeared in NYMTC's TIP to enable federal funding.

- NYSDOT is reconstructing the Kew Gardens Interchange (KGI), an intersection of the Grand Central Parkway (GCP), the Van Wyck Expressway, the Jackie Robinson Parkway and Union Turnpike in



Second Ave Subway



Kosciuszko Bridge



Second Ave Subway

central Queens. This interchange supports more than 250,000 vehicles per day with a significant number traveling to and from John F. Kennedy (JFK) and LaGuardia airports.

Phase I of the reconstruction, a \$159 million project completed in December 2016, involved reconstructing and widening the Van Wyck Expressway between 82nd and Hillside avenues, as well as replacing six bridges. Phase II, a \$104 million project completed during 2016, reconstructed the northbound Van Wyck Expressway between Hoover and 72nd Avenues. This work included widening the at-grade expressway and replacing the deficient two-lane viaduct over the GCP with a three-lane viaduct with shoulders. These improvements reduce congestion and improve traffic operations. Phase III, a \$130 million project, was awarded in November 2016 and construction is expected to begin in the spring of 2017. This project will recon-

struct the southbound Van Wyck Expressway between Hoover and 72nd Avenues. The work includes widening the at-grade expressway and replacing the deficient two-lane viaduct over the Grand Central Parkway with a three-lane viaduct with shoulders. Similar to Phase II, the project will reduce congestion and improve traffic operations and lay the groundwork for the continuation of this project to support access to JFK International Airport.

Both the GCP and the Van Wyck Expressway are designated as critically-congested corridors through NYMTC's CMP and these projects appeared in NYMTC's TIP to enable federal funding.

- The NYC Department of Transportation and the NYC Department of City Planning worked together to identify the transportation investments necessary to support affordable housing in several parts of the city. City Planning's transportation planning work,

which uses federal metropolitan transportation planning funding through NYMTC, supports the city's Housing New York plan to create and preserve 200,000 affordable housing units in 10 years.

As part of the PLACES (Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability) studies, opportunities have been created for capital investments in neighborhoods such as East New York in Brooklyn and Jerome Avenue in the Bronx. PLACES work started in other areas, such as Gowanus in Brooklyn and Southern Boulevard in the Bronx. That work will continue in the years to come as more PLACES studies are announced.

- For the Port Authority of New York and New Jersey, the past year marked significant progress on major construction projects and momentum toward approval of a ten-year capital plan that prioritizes substantial state-of-good repair investments, enhanced bi-state

vehicular and transit services for people and goods, as well as major modernization projects at the region's airports and planning for improved ground access. Highlighting its core mission to support regional transportation, the agency opened the World Trade Center Transportation Hub and Oculus in stages during 2016. The agency also advanced federally-aided recovery and resiliency investments on the PATH system to address the effects of Superstorm Sandy. These funds were accessed through NYMTC's planning process.

The Port Authority partnered with New Jersey Transit, Amtrak, and the U.S. Department of Transportation to provide initial financial support for critical investments to protect trans-Hudson passenger rail service and to create the institutional framework for long-term federal and regional investments to expand capacity for commuter and intercity service in the heart of the Northeast Corridor. This included support for preliminary engineering for the Hudson Tunnel Project and debt service on a federal long-term loan for the Portal North Bridge. The agency's proposed ten-year capital program, presented for public comment in January 2017, included \$2.7 billion for support of the broader Gateway Program. The agency's Board of Commissioners also guided the planning for the complex challenge of replacing the Port Authority Bus Terminal, which anchors the most heavily used mode for connecting west-of-Hudson commuters with the Manhattan Central Business District, anticipating the start of formal project planning and environmental review in 2017.

- The MTA Metro-North Railroad's Fordham Station was completely restored with upgrades including a rebuilt northbound platform with double the capacity, a new entrance leading directly to Webster Avenue at 193rd Street and new permanent artwork. These

upgrades follow the modernization of the historic station building on Fordham Road in 2014. The project was selected for federal Job Access/Reverse Commute funding based on NYMTC's Coordinated Public Transit/Human Services Transportation Plan, which is an element of the required RTP.

"Fordham Station is the busiest reverse-peak commutation station in the nation," Joseph Giulietti, MTA Metro-North Railroad President, said in a prepared statement. "These renovations are making it easier, more comfortable and

ParkNYC is directly aligned with Transportation Systems Management & Operations strategies outlined in NYMTC's RTP.

- As part of on-going system preservation work using federal funding, MTA NYC Transit completed a \$101 million modernization of the signal system at Roosevelt Interlocking on the Queens Boulevard Line in order to provide faster and more reliable train service, reduced rush hour crowding, and to pave the way for future Communication Based Train Control (CBTC) implementation. CBTC is



more pleasant for our Bronx customers who work outside the city to get to their jobs."

- In December 2016, the NYC Department of Transportation, in collaboration with Parkmobile, launched the ParkNYC app. ParkNYC allows motorists to pay for metered parking through the app by entering a code posted at the muni meters and beneath the parking regulations sign (for the side of the block they are parked in). Currently the app may only be used in Manhattan, from 59th Street to the Battery; however it is expected to be rolled out citywide by mid-2017.

specified as a system enhancement in NYMTC's RTP.

Also, a \$77 million renewal of five subway stations on the Liberty Line eliminated deficient conditions at the 80th Street, 88th Street, Rockaway Boulevard, 104th Street and 111th Street Stations in Queens, including replacement of stairs, reconstruction of areas of platforms, repair of mezzanine, steel repairs and station painting. The region's system preservation needs for roadways and transit are illustrated in NYMTC's Regional Transportation Plan.

MEMBER ACCOMPLISHMENTS THROUGHOUT REGION

LOWER HUDSON VALLEY



The Lower Hudson Valley saw a number of significant planning initiatives underway, as well as infrastructure improvement:

- Putnam County was awarded an Empire State Development grant in the amount of \$2 million dollars to support its joint effort with the Village of Brewster to revitalize its historic downtown. In the past year, the County and the Village completed several planning studies aimed at facilitating a multi-phase Transit-Oriented Development (TOD) project adjacent to the Brewster Metro-North Train Station, including an updated Comprehensive Plan, revised Zoning Ordinance and an Urban Renewal Plan. This work is consistent with the land use designations in NYMTC's RTP and has used federal planning funds made available through NYMTC's work program.

"The Empire State Development grant of \$2 million dollars has been provided to support Putnam County and the Village of Brewster's joint efforts over the past few years to revitalize downtown Brewster," observed Putnam County Executive MaryEllen Odell. "This is a priority economic growth initiative that will spur population growth and vitality in the community by attracting millennials, which will in turn attract businesses and jobs, ultimately bringing Brewster back to its 19th century distinction as the hub of the Harlem Valley."

- Putnam County is also in the process of conducting a Commercial Corridors Feasibility Study funded in part with federal dollars through NYMTC's UPWP. The study focuses on nine existing commercial corridors and will help to advance previously approved retail projects in these corridors, including the Patterson

Crossing Development, an approved retail development located on Route 311; the Union Place proposed mixed-use development located along Route 6 in Mahopac; the approved Stateline Retail Development in Southeast located along the Route 6/202 corridor; the Village of Brewster TOD project; and improvements at the Oregon Corners hamlet in Putnam Valley.

- The installation of Transit Signal Priority in Westchester County's Central Avenue Corridor, extending from the Bronx border to the City of White Plains, became operational in 2016. The Central Avenue Corridor is among the busiest in the County's Bee-Line System transit network, served by the Routes 20/21 and carrying approximately 12,000 daily riders, which is over 10% of daily ridership on the Bee-Line System. The project included 48 intersections and three queue jumps which expedite bus movements

at crowded intersections. Transit improvements in the Central Avenue Corridor are identified in NYMTC's RTP and New York State funding was available for the project.

- Westchester County completed a planning analysis of two major east-west Bee-Line System bus routes which looked at the Route 13, serving Ossining, Tarrytown, White Plains and Port Chester, and the Route 7, extending from Yonkers to Mount Vernon to New Rochelle. The study recommended bus stop consolidations, alternative routing and roadway/traffic treatments to improve the efficiency of bus operations. The two corridors served by these routes are identified in NYMTC's RTP and the analysis was funded through the NYMTC UPWP.

The County also solicited bids for the replacement of 78 articulated buses for its transit fleet. Hybrid electric buses will replace diesel vehicles. These buses are deployed on the Bee-Line System's busiest routes. The pur-

chase will be partially funded with federal Congestion Mitigation/Air Quality (CMAQ) funding through the NYMTC planning process.

- MTA Metro-North Railroad President Giulietti was joined by federal, State and local officials on October 30, 2015 at the ribbon-cutting for the newly completed North White Plains Parking Garage located at the southeast corner of Bond Street and Haarlem Avenue, across from the North White Plains train station. North White Plains is one of Metro-North's busiest stations, serving almost 2,200 customers during the weekday and almost 1,300 riders on the weekend.

The garage project is the outcome of planning studies which began in 2003 due to the need for additional parking at North White Plains Station. The project appeared in NYMTC's TIP to enable federal funding for both planning and construction.

- Rockland County completed specification development and the pre-bidding process for the

purchase of thirteen new 35- and 40-foot buses to replace roughly one-third of the vehicles in the Transport of Rockland fleet. This purchase will use federal funding along with New York State and county contributions.

In addition, construction progressed on the replacement of Orangeburg Road Bridge that crosses the CSX Railroad and provides a pedestrian and bicycling tunnel to continue a rail trail in the Town of Orangetown in Rockland County. This federally-funded project replaces a structurally deficient bridge and provides features compliant with the Americans with Disabilities Act for pedestrian and bicycle circulation. "Rockland County's efforts with projects like the Orangeburg Road Bridge Replacement are vital to preserving and sustaining our transportation system, as well as improving bicycle and pedestrian facilities for our residents," said Rockland County Executive Ed Day. "Our new buses will increase the appeal and reliability



North White Plains Parking Garage



Village of Brewster TOD project



Ashford Avenue Bridge over the Saw Mill River Parkway

of the TOR service, which, in turn, will encourage both increased ridership and economic growth. Investments like these at the local level are critical to enhancing our regional transportation network.”

Both of these Rockland County projects are contained in NYMTC’s RTP and also appear in the TIP to enable the use of federal funding.

- Also related to system preservation, Westchester County began replacing the Ashford Avenue Bridge over the Saw Mill River Parkway, South County Trailway, Elm Street, the NYS Thruway (I-87) and Saw Mill River, in January 2016. The 415 foot long, four lane structure, originally built in 1950, carries approximately 20,000 vehicles daily while spanning roadways carrying approximately 100,000 daily vehicles. Construction is expected to be completed in September 2018, at a cost of \$18 million, using federal funding in part.

MEMBER ACCOMPLISHMENTS THROUGHOUT REGION

LONG ISLAND



Major transit initiatives moved forward in suburban Long Island as well as planning activities and infrastructure improvements:

- Two major MTA Long Island Rail Road (LIRR) expansion projects to its Main Line will provide the much needed capacity for reliable service and ridership growth. The projects consist of on-going second track construction from Farmingdale to Ronkonkoma, and a future third track from Floral Park to Hicksville. They will help to meet increased demands for local, express, and intra-island service.

The Main Line projects, which are identified in NYMTC's RTP and are using federal transportation

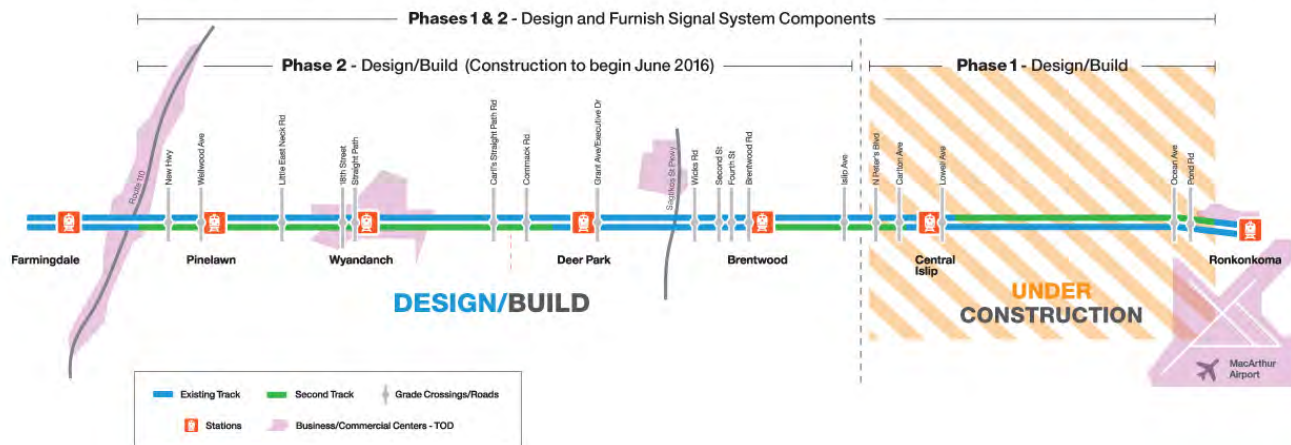
funding, support on-going TODs and foster mobility and access-to-jobs. MTA LIRR President Patrick Nowakowski stated, "A third track will enable us to provide a better experience for our customers with better on-time performance and fewer hassles from delayed trains. And it will attract new customers to our environmentally friendly mode of transportation."

- In Suffolk County, the Nicolls Road Alternatives Analysis was completed in June 2016 and identified a Locally-Preferred Alternative that recommended Bus Rapid Transit (BRT) along the corridor. Preliminary Engineering and Design began in April 2016 to assess the effectiveness of recommendation and refine the preferred alternative. The Nicolls

Road BRT will create a necessary public transportation link between regional assets along the Nicolls Road corridor, including Stony Brook University, Stony Brook University Hospital, Suffolk County Community College, St. Joseph's College, MacArthur Airport, the Ronkonkoma Hub, and Patchogue Village. The project is identified in NYMTC's RTP and federal funding through NYMTC's UPWP was used to complete the alternatives analysis.

Suffolk County Executive Steve Bellone said of the developing project: "With the completion of the Nicolls Road Alternatives Analysis, we have been able to structure a plan to implement a premium transit service that will result in long-term economic stability and growth for the region."

LIRR Double Track from Farmingdale to Ronkonkoma



Bus rapid transit can provide the foundation for a sustainable transportation strategy to connect our commercial, residential, educational, and research institutions with TODs and vibrant downtowns."

- Suffolk County continues to address its System Preservation needs for Suffolk Transit, as outlined in NYMTC's Regional Transportation Plan, while also improving its service quality. The County has ordered thirty New Flyer hybrid electric buses and forty mid-size buses for delivery in 2017. These new vehicles will both save fuel and reduce Suffolk Transit's carbon footprint. Federal funding through NYMTC's TIP will be assist in these purchases.

For service quality, Suffolk County has completed installation of its GPS-enabled Automatic Vehicle Locating system which will enhance route planning and scheduling, as well as a "Bus App" that will allow passengers to locate their next bus in real time. The County is also installing a new Fast Fare collection system that enables passengers to pay for fares using various types of media other than cash. These improvements also employ federal funding.

- During 2016, the Nassau Hub Transit Initiative took several important steps forward. Worth



noting is that this project was moved, via amendment, from the vision element to the fiscally-constrained portion of NYMTC's RTP, a necessary step for accessing federal funding. With the adoption of NYMTC's current TIP for FFYs 2017-2021 in September 2016, federal funding has now been programmed to help cover costs for the Final Design and Construction phases for this important transit project.

Related work also advanced on the environmental review for the Initial Operating Segment (IOS) of the Initiative. By year's end, Nassau County was in discussions with the Federal Transit Administration on its request to enter the Project Development phase for the IOS, which will use BRT service to connect the Village of Hempstead

with Roosevelt Field. The Nassau Hub IOS will be a new premium bus service linking key destinations in central Nassau County, particularly the new Nassau Coliseum and surrounding development, Hofstra University, Nassau Community College and Museum Row.

- Progress continued on a Motor Parkway Multi-Use Trail in central Nassau County per the Pedestrian-Bicycle Element of NYMTC's RTP. Using federal Transportation Alternatives Program funding, the County is currently finalizing the design of a 1.4 mile segment of the multi-use trail along Old Country Road and Salisbury Park Drive in East Meadow. This segment will connect to existing trail sections to the east and west, thereby creating more than eight miles of networking non-motorized trail ways in the heart of Nassau County.

The new trail segment will connect the Nassau Hub, including the newly renovated Coliseum, Hofstra University, Mitchel Field Athletic Complex and Nassau Community College, to Eisenhower Park and a range of commercial and residential neighborhoods further east in the Hamlet of East Meadow. Construction on the 1.4 mile segment is expected to commence in late 2017.

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