

# COMING TOGETHER TO SHAPE THE REGION'S FUTURE



# About THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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 is comprised of nine voting members and seven advisory members who develop plans, goals and a shared vision for the region's transportation network. NYMTC Council Members are elected officials and heads of Federal, City and State transportation, planning and environmental agencies. The primary actions of NYMTC's Council Members include developing a shared vision and goals for the region. This includes adopting a Regional Transportation Plan (Plan), Transportation Improvement Program (TIP), Transportation Conformity Determination, Unified Planning Work Program (UPWP) and Congestion Management Process Status Report, which are federally-required products of the planning process.

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 focus the collective planning activities of its members to achieve a shared regional vision.

NYMTC's current staff includes Central Staff located in lower Manhattan, and staff in the three satellite offices which serve its three geographically-based Transportation Coordinating Committees, or TCCs. To respond to local needs, the New York City TCC, the Mid-Hudson South TCC and the Nassau/Suffolk TCC recommend sub-regional transportation priorities and provide opportunities for the private sector, general public, local government and interested stakeholders to become involved in the planning process.

## A Message from NYMTC Co-Chair and NYSDOT Acting Commissioner Paul A. Karas

**T**here are few who understand the unique relationship between infrastructure investments and economic development better than Governor Andrew M. Cuomo. New York is on the move once again thanks to the Governor's unprecedented \$100 billion infrastructure program, which is helping to transform the Empire State's bridges, airports, highways and rail stations into world class operations that attract good paying jobs and further economic development.

The year 2018 is already showing great promise for New Yorkers. The fourth year of Governor Andrew M. Cuomo's unprecedented \$29 billion State Transportation Plan will build upon the tremendous strides we have taken towards enhancing the vital infrastructure of New York State. Major projects are not only cutting congestion and driving regional economic development; they are fulfilling the Governor's vision for a new New York.

Big projects have been completed and shovels are in the ground on others that will be transformative. In April 2017, Governor Cuomo celebrated the completion of a \$555 million project to build a new eastbound (Queens-bound) Kosciuszko Bridge and the demolition of the previous bridge. This was the largest single construction contract in Department of Transportation history. The modern new bridge features a gentler incline, allowing trucks to maintain their speed, improving traffic flow and making it easier to move goods through New York City.

A second Kosciuszko Bridge span, currently underway, involves constructing a new westbound (Brooklyn-bound) bridge within the footprint of the previous structure. Expected to be completed in the spring of 2019, the project is well ahead of the original



schedule, accelerating the significant safety benefits and travel efficiencies for commuters.

The Governor announced the Reconstruction of the Nassau Expressway between Rockaway Turnpike and Burnside Avenue in the Five Towns area of Nassau County. This project will raise the roadway above the 100-year floodplain to provide more resilient emergency coastal storm evacuation routes for coastal communities in both Nassau and Queens. The project will increase storm water drainage capacity, provide new shared use paths for pedestrians and bicyclists, and major intersection improvements to allow for improved traffic flow. Construction on this accelerated design-build project will begin in the summer of 2018 and will be completed in late 2019.

In January 2017, A Vision Plan for JFK Airport – Recommendations for a 21st Century Airport for the State of New York, was presented to Governor Cuomo by the Airport Advisory Panel. The plan called for expanded and improved transportation access to the airport. One of the key recommendations was to complete the reconstruction of the Kew Gardens Interchange to address some of the worst bottleneck conditions affecting traffic going to and

from the airport. The project will replace and reconfigure the ramps and bridges connecting the interchange's roadways resulting in significant operational and safety improvements. Construction of this design-build project will begin in the summer of 2018 and will be completed by the end of 2021.

October 2018 will see the launch of the new and enhanced transit service that is part of the Lower Hudson Transit Link program—a program born out of the Governor's Mass Transit Task Force. The new service will deliver reliable and improved transportation options for all travelers in the I-287 corridor between Rockland and Westchester counties. Between its infrastructure improvements and state-of-the-art buses, as well as complementing the investments made in building the Mario M. Cuomo Bridge, the LHTL program will increase access to jobs, housing, and other transportation options.

Modernizing the transportation system within New York City and across the state ensures our roads and bridges are meeting the current and future demands. Planning is key to making our transportation network safer and more efficient, and NYMTC plays a crucial role in framing the New York metropolitan region's transportation future. Thank you for all that you do on behalf of New York's vast transportation network!

**Paul A. Karas**

Acting Commissioner  
New York State Department  
of Transportation

## A Message from NYMTC Co-Chair and Putnam County Executive MaryEllen Odell

**It has been an honor to serve as NYMTC co-chair for the past two years. As County Executive of Putnam County, I understand the importance of our roles as principals in our respective municipalities and recognize how essential it is to identify and plan projects that address the current and future needs of regional transportation.**



**B**y concentrating on the planning and funding of transportation infrastructure projects and transit-oriented developments, our goals make the mobility of all our

residents - where they live, work and play - a priority, while equally concentrating on the importance of sustaining a healthy and safe community.

As we plan for the future, we must consider the needs and desires of the millennials. Their value as a workforce, together with the influx of many dollars in spending power, will impact the overall health and safety of our residents, and their influence on local municipalities will, no doubt, have a long range positive impact in our respective communities.

Public safety, interoperability and communication, as it relates to homeland security, are keystone goals that must be included in any vision we have for the future. As leaders, we need to continue to work together and explore

opportunities for efficiencies and collaborations designed to garner regional and multi-jurisdictional partnerships in transportation. By doing this, we can maximize the benefits of our transit-oriented goals for all residents which, in turn, translates into overall cost savings to taxpayers.

Thanking you again for the opportunity to work collaboratively toward the improvement and implementation of regional transportation goals, I remain

Sincerely yours,

**MaryEllen Odell**  
Putnam County Executive

## A Message from the Executive Director



**As a career transportation professional, with a long history in project delivery, it is my privilege to serve our metropolitan region as the Executive Director of the New York Metropolitan Transportation Council (NYMTC). Over the past year, with the support of the Council, we continue to streamline administrative processes to accelerate the delivery of transformative federal-aid transportation projects.**

**U**nder the leadership of Governor Andrew M. Cuomo, unprecedented investments are already being made in transformative projects throughout the region that will have far reaching impacts on our communities and our economic competitiveness for generations to come. These projects include, but are not limited to the:

- ▶ Governor Mario M. Cuomo Bridge;
- ▶ New Kosciuszko Bridge;
- ▶ Nassau Expressway;
- ▶ Kew Gardens Interchange; and
- ▶ Long Island Rail Road Third Track.

The renewal and modernization of our region's transportation system also affords unprecedented opportunities to provide cleaner alternatives and rebuild

in ways that are more resilient and less susceptible to extreme weather events. Now more than ever, our region must ensure the resiliency and sustainability of our transportation system. As more and more residents and tourists enter our region, NYMTC has embraced this challenge and positioned itself to make the case for vital and continued

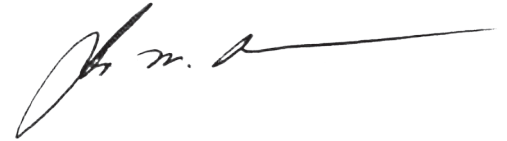
investment. As a region, the New York metropolitan area must continue to utilize NYMTC as a united forum to accomplish further improvements in preserving and enhancing the transportation network.

I am also pleased to report that NYMTC has been hard at work ensuring that our planning process is in step with the needs of our region. NYMTC will continue the shared vision established in our new Regional Transportation Plan (RTP). The RTP, entitled "Maintaining the Vision for a Sustainable Region" has positioned this

region well to deliver whatever resources are made available through the federal infrastructure investment initiative being deliberated in Washington. While the details of this new initiative and the future trajectory of the federal surface transportation program remain unknown, NYMTC's collaborative forum will serve the region well to leverage the opportunities that are presented to us.

I want to personally thank you for your continued support. As we look forward to the opportunities ahead, I am excited to release this year's Annual

Report: "Coming Together to Shape The Region's Future." Building upon the strong regional collaboration that exists today, the future is extremely bright.



**José M. Rivera, P.E.**  
Executive Director

**In Plan 2045** NYMTC forecasts that roughly \$463 billion will be needed to preserve the transportation system through 2045, with funding to come from federal, state and local sources. In addition, approximately \$33 billion is slated for a variety of system enhancement projects undertaken in the near- and long-term that will make travel that much easier.



**\$463 billion**  
Dedicated to System  
Preservation Efforts

**\$33 billion**  
Dedicated to System  
Enhancement Initiatives



INVESTING TODAY

# Organizational Achievements

# NYMTC Organizational Accomplishments

**Over the past year, the New York Metropolitan Transportation Council has ushered in a new wave of future planning for a region that is seeing historical growth today, and is expected to see record increases in population and employment over the next half-century.**

In adopting its new Regional Transportation Plan, Plan 2045, NYMTC is poised to tackle current and future challenges facing our transportation system that connects New York City, Long Island and the lower Hudson Valley.

The current transportation system already bears the load of millions of daily passenger trips by bus, rail rapid transit, commuter rail, ferries and private vehicles, as well as millions of tons of freight moving by truck, rail and water. In Plan 2045, NYMTC forecasts that roughly \$463 billion will be needed to preserve the transportation system through 2045, with funding to come from federal, state and local sources. Also, approximately \$33 billion is slated for a variety of system enhancement projects undertaken in the near- and long-term that will make travel that much easier.

Without a doubt, the New York metropolitan area is the economic hub of our region. In 2015, \$1.6 trillion in economic output was recorded for the New York metro area alone, according to the U.S. Bureau of Economic Analysis – a number that is slated to grow to \$2.8 trillion by 2045. We also know that the transportation system is the lifeblood

that links us all and that transportation and economic development go hand-in-hand.

2017 was a very busy year for NYMTC and its member agencies. It included the adoption and implementation of its key planning products.

NYMTC adopted its 2017-2018 Unified Planning Work Program (UPWP), the guiding document that helps NYMTC and its members to determine how \$43.5 million in federal funding will be spent each year for planning activities. NYMTC's \$36 billion Transportation

## Transportation Improvement Program - FFY 2017 Obligated Projects (in millions)



## January

- ▶ Michael Replogle, NYC DOT Deputy Commissioner of Policy, presents details regarding NYC DOT's Strategic Plan 2016: Safe, Green Smart, Equitable.
- ▶ NYMTC/NYC DOT/MTA hosts delegation from the Department of Land and Resource of Chinese Henan Province.
- ▶ NYMTC hosts a peer exchange meeting with members of the Ministry of Land, Infrastructure, Transport and Tourism, and Urban and Research Planning Division from the City of Tokyo.

## March

- ▶ NYMTC's Freight Transportation Working Group meeting features a presentation on the Metropolitan Resilience Network, which is hosted by the International Center for Enterprise Awareness.
- ▶ Updates were given on New York State DOT's new Freight Plan, New York City DOT's Smart Truck Management Plan, and New York City Emergency Management's Regional Resiliency Assessment Program.

## May

- ▶ NYMTC staff holds Public Information Meetings during the Public Review period of Plan 2045 - its regional transportation plan - in Putnam, Westchester, Nassau and Suffolk Counties as well as NYC.
- ▶ NYMTC hosts Peer Exchange Meeting with the Chicago Metropolitan Agency for Planning; the University Transportation Research Center; the Delaware Valley Regional Planning Commission; the Metropolitan Transportation Commission and the North Jersey Transportation Planning Authority.



# The Year In Review A Look Back at 2017

## February

- ▶ Adoption of State Fiscal Year 2017-2018 Unified Planning Work Program.
- ▶ Putnam County Executive MaryEllen Odell confirmed as Council Chair.
- ▶ Carlo Scissura, President and Chief Executive Officer of the New York Building Congress, spoke on the theme of the Annual Meeting and the Annual Report: Making the Case for Infrastructure Investment.

## April

- ▶ Michael Evans, President of the Moynihan Station Development Project, discusses the future of Moynihan Station at PFAC Meeting.

## June

- ▶ NYMTC Council adopts Plan 2045 and its accompanying planning products.
- ▶ Presentation to Council by New Cities Foundation's John Rossant regarding urban mobility and public transport.

## July August

- ▶ NYMTC hosts special presentation by WSP's Stephen Buckley regarding Planning for Automated Vehicles.

## October

- ▶ NYMTC hosts first Multi-State Working Group meeting of the Metropolitan Area Planning Forum.



## September

- ▶ NYMTC hosts special presentation by Bruce Schaller regarding Adapting to App-Based Ride Services.
- ▶ NYMTC honors September 11 Memorial Program for Regional Transportation Planning participants.
- ▶ City Innovate Foundation's Kamran Saddique offers details regarding its Urban Mobility Playbook at PFAC meeting.
- ▶ NYMTC releases 2015 Regional Transportation Statistical Report.

## November December

- ▶ NYMTC reports more than 100 TIP actions since the Transportation Improvement Program was adopted in September 2016.
- ▶ NYMTC hosts the annual meeting of the Metropolitan Area Planning Forum.

Improvement Program (TIP), which spans federal fiscal years 2017-2021, has progressed since its adoption. In Federal Fiscal Year (FFY) 2017 alone, NYMTC's members obligated federal, state and local funding for 694 transportation improvement projects or project phases from October 1, 2016-September 30, 2017. This amounted to over \$3.6 billion, a 24% increase over what was obligated in FFY 2016.

In June, the Council adopted Plan 2045 as well as its accompanying plan-

NYMTC released its 2015 Regional Transportation Statistical Report, which serves as a report card on the overall region's performance toward achieving the mobility and safety goals outlined in NYMTC's Regional Transportation Plan. Public transit ridership, use of ferries and the sheer number of vehicles crossing New York's waterways surpassed prior heights, according to the NYMTC report.

As the second largest Metropolitan Planning Organization (MPO), NYMTC

Transportation Planning Authority (NJTPA).

NYMTC has also had the honor to feature dynamic talks with industry leaders and transportation professionals such as Carlo Scissura, President and Chief Executive Officer of the New York Building Congress; Bruce Schaller, Principal of Schaller Consulting; Stephen Buckley, P.E., WSP's Northeast Regional Manager of Planning, Environment and Traffic; Kamran Saddique, Founder and Executive Director of the City Innovate Foundation; John Rossant, Chairman and Founder of the NewCities Foundation; and Bill Raisch, Director of the Metropolitan Resilience Network.

Additionally, NYMTC featured presentations that centered on important projects with regional impacts such as the Moynihan Station Development Project, New York City Department of Transportation's "Strategic Plan 2016: Safe, Green, Smart, Equitable," as well as updates on New York State Department of Transportation's new Freight Plan, New York City DOT's Smart Truck Management Plan, and New York City's Office of Emergency Management's Regional Resiliency Assessment Program.

NYMTC also had the pleasure of hosting Metropolitan Area Planning Forum (MAP) meetings – including its first Multi-State Freight Working Group meeting and its Annual Meeting. The MAP Forum is a consortium of MPOs in the New York-New Jersey-Connecticut-Pennsylvania region. NYMTC is one of the nine surrounding MPOs and councils of government that work together to better coordinate planning activities in the multi-state metropolitan region.

## In Federal Fiscal Year (FFY) 2017, NYMTC's members obligated:

**\$1.7 billion**  
FOR TRANSIT PROJECTS

**\$1.9 billion**  
FOR HIGHWAY PROJECTS

\*FFY 2017-2021 Transportation Improvement Program

ning products – including the 2017 Congestion Management Process (CMP) Status Report and the Transportation Conformity Determination. The CMP forecasts future traffic congestion and considers strategies that reduce overall congestion in the region going forward. Also, the Transportation Conformity Determination quantitatively demonstrates how Plan 2045 (and the TIP) can impact future mobile source emissions.

A part of a momentous achievement of collaboration amongst more than a dozen transportation agencies,

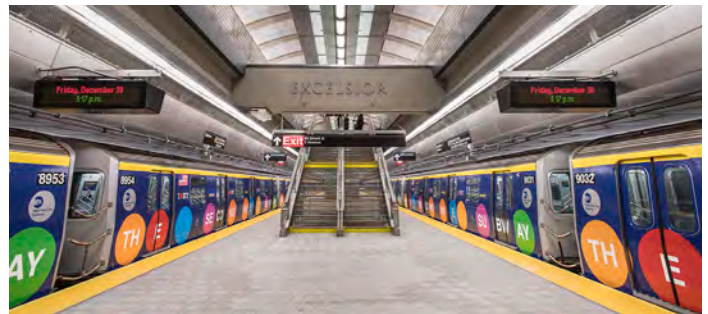
has also participated in peer reviews and data sharing with a diverse group of national and international organizations. These include the Department of Land and Resource of Chinese Henan Province; the Ministry of Land, Infrastructure, Transport and Tourism (City of Tokyo); the Chicago Metropolitan Agency for Planning (CMAP); the University Transportation Research Center (UTRC); the Delaware Valley Regional Planning Commission (DVRPC); the Metropolitan Transportation Commission (MTC) in California and the North Jersey

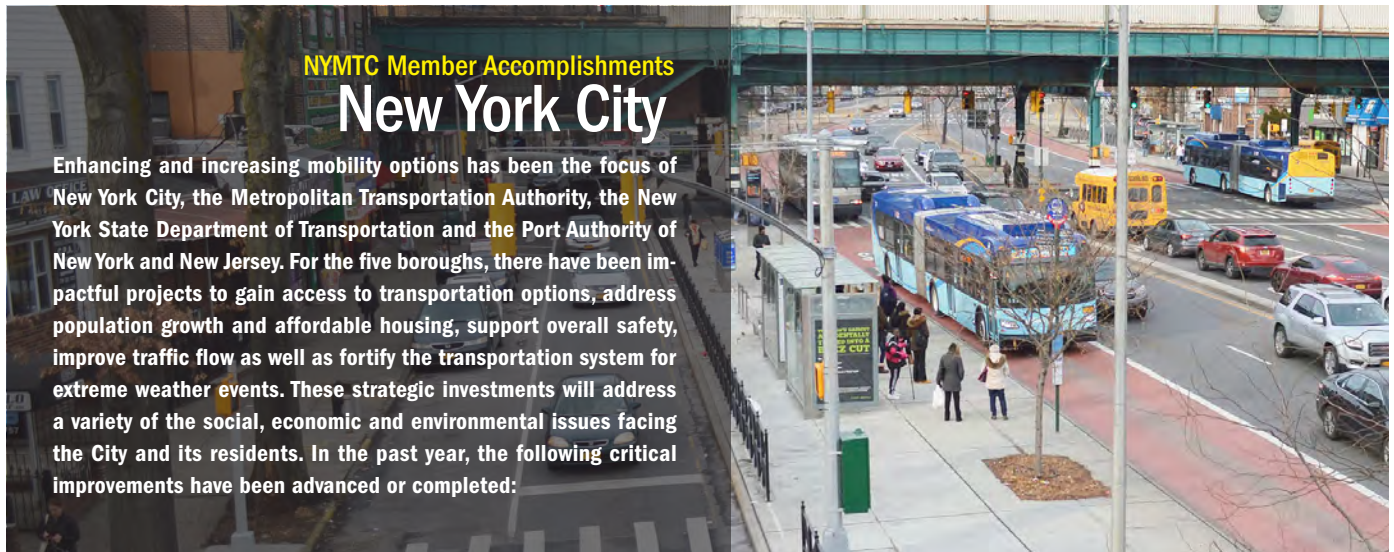
# NYMTC Member Accomplishments

**Coming together to shape our region's future, NYMTC's members collaborate to ensure the transportation system is sustainable and resilient for the long-haul.**

This includes strategic investments to tackle population growth, expand bus and rail service, reduce congestion, fortify the transportation infrastructure, create better walking, biking, and mobility options for older adults and people with disabilities, and increase access to transportation

options that link travel to our region's airports. As NYMTC, the member agencies are stewards of the regional transportation system's future through investments that can have a lasting impact on the more than 12 million people who call this region home.





## THE KEW GARDENS INTERCHANGE

Following completion of the first three phases of the reconstruction of the Kew Gardens Interchange (KGI), an intersection of the Grand Central Parkway (GCP), the Van Wyck Expressway (VWE), the Jackie Robinson Parkway (JRP) and Union Turnpike in central Queens, the New York State Department of Transportation (NYSDOT) is currently undertaking Phase IV of the project. A Design-Build project, Phase IV is currently in the contract procurement phase. This project will replace and reconfigure the ramps and bridges connecting the VWE, GCP and JRP, resulting in significant operational and safety improvements. Major features of the project include the elimination of three stop signs and the addition of acceleration and deceleration lanes. Currently, the stop signs and substandard ramps cause delays and are the sites of numerous accidents.

In particular, traffic heading to John F. Kennedy International Airport (JFK) on the GCP is impacted by congestion on



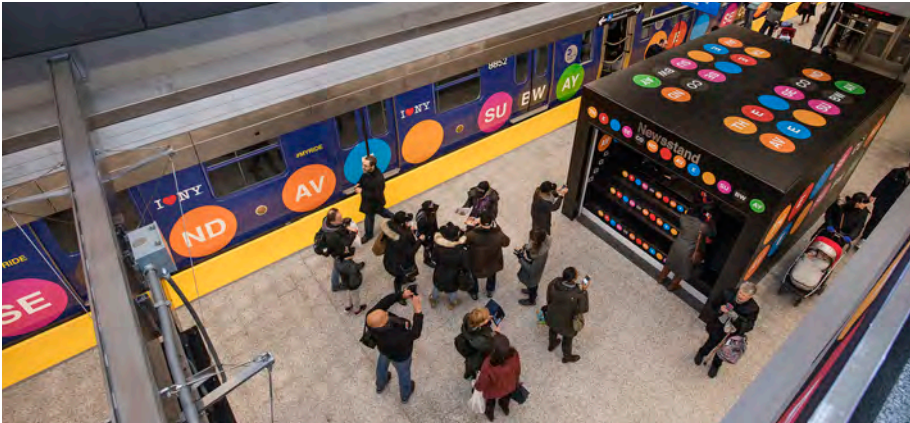
the exit ramp to the VWE and JRP. The project will also replace six bridges and reconstruct the pavement of the GCP. Award of the Phase IV contract is scheduled for August 2018. Improvements to the KGI and the expansion of the VWE are forecasted to save motorists a combined 7.4 million hours of travel

time annually, going to and from JFK. Currently, the KGI processes more than 250,000 vehicles per day with a significant number traveling to and from JFK and LaGuardia Airports.

On January 4, 2017, Governor Cuomo announced several initiatives to improve access to JFK. One involves increasing the capacity of the VWE by adding a fourth lane in each direction from the KGI to the Airport. To advance this project, NYSDOT began preparing an Environmental Impact Statement (EIS). The additional lanes will be built within the Expressway's existing right-of-way limits. They will be designated as Managed Use Lanes restricted to use by high-occupancy vehicles, for hire vehicles with at least one passenger, and buses. The Record of Decision for the EIS is anticipated in February 2019. Construction will be phased, with the first phase set to begin in September 2019.



## FIRST PHASE OF THE SECOND AVENUE SUBWAY OPENS



The opening of Phase 1 of Second Avenue Subway on January 1, 2017 marked the most significant changes to New York City subway service in recent decades. The full project will be built in four phases. Phase 1 provides service from 96th Street to 63rd Street and serves more than 200,000 people per day,

reducing overcrowding on the Lexington Avenue Line and restoring a transit link to a neighborhood that lost the Second Avenue Elevated in 1940. The new line also features low-vibration track for a smoother, quieter ride.

The stations on the line feature access for the disabled, climate control

features to maximize comfort, high ceilings and column-free design for an open, airy atmosphere, vibrant lighting and the largest permanent public art installation in New York State history. A two-tiered mezzanine design is a fixture at the new stations and improves the flow of riders, reduces crowding on the platform and enhances the overall experience for riders.

There are three completely new stations at 96th, 86th and 72nd Streets along Second Avenue, and a new entrance at 63rd Street and Third Avenue which allows riders to enter a renovated station for new Q train service there, including a connection to the existing F line. With the completion of Phase 1, New York City now has a total of 472 subway stations—more than any other underground system in the world.



## REBUILT SOUTH FERRY STATION REOPENS AFTER SUPERSTORM SANDY DESTRUCTION

“In the hours and days after the storm hit, New Yorkers were reminded just how vulnerable we are to Mother Nature and how dependent the region is on the MTA,” said MTA Chairman Joseph Lhota. “That’s why our efforts to harden the system to guard against these vulnerabilities is so critical – not only for the transit network infrastructure itself, but for the regional economy and more than eight million customers who rely on us each today.”

In July 2017, the MTA marked a major milestone in Superstorm Sandy recovery and resiliency efforts with the re-opening of the South Ferry station. Newly added hardening measures were installed to protect the completely overhauled station, including retractable flood doors at station entrances and 6,000-pound steel marine flood doors throughout the station, as well

as hardening of other entry points for water including vents, manholes, hatches, conduits, and air ducts. The three hardened street entrances were tested during Tropical Storm Hermine in September 2017.

The \$369 million project – opened on time and on budget – included the removal of damaged equipment and reinforced walls, as well as extensive repair

or replacement of track, signals and power cables, electrical equipment, and upgrades to telecommunications systems. Seven escalators and two elevators were rebuilt, returning the station to the list of those fully ADA-accessible. In addition, the station’s air-circulation system was replaced and it is now fully air-tempered – keeping it cooler in the summer and warmer in the winter.



## EXPANSION OF SELECT BUS SERVICE TO WOODHAVEN AND CROSS BAY BOULEVARDS

“I am happy to announce the arrival of Woodhaven/Cross Bay SBS, which we know will bring faster, more convenient and more reliable bus service to so many Queens communities, most of them without subways” said NYC DOT Commissioner Polly Trottenberg. “The new service follows a three-year process of community engagement, and we made many adjustments to our plans along the way. From planners and engineers to roadway crews and traffic signal installers, so many different DOT divisions deserve praise for their hard work here, the end result of which will not only be better bus service but significant safety benefits on one of New York City’s widest and most crash-prone roadways.”

The MTA and NYC DOT have worked together to expand New York City’s Select Bus Service (SBS). Beginning in November 2017, the new Q52 and Q53 SBS route along Woodhaven and Cross Bay Boulevards in Queens serves as the longest (14.7 miles) and most ambitious SBS route to date with improved

speed and reliability through dedicated bus lanes, off-board fare payment, and fewer stops. Q52 and Q53 SBS also improves passenger comfort and convenience through enhanced bus stops that include shelters with seating and lighting. The expansion provides faster and more reliable bus service to 45,000

daily riders and also brought transformational Vision Zero safety improvements to one of the widest and highest-crash streets in New York City. The push to bring SBS to more routes across the city is also part of the MTA’s and NYC DOT’s broader efforts to improve bus service and attract new ridership.



## COMPLETION OF CASHLESS TOLLING AT ALL MTA BRIDGES AND TUNNELS

“Open road, Cashless Tolling is critical to modernizing our roadways, easing congestion, and reimagining our transportation system for the 21st century economy,” Governor Cuomo said. “Transitioning MTA bridges and tunnels to Cashless Tolling not only improves the safety of motorists, it reduces carbon emissions and helps further our efforts to provide a greener and more modern New York for all.”

Under the leadership of Governor Andrew M. Cuomo, the completion of Cashless Tolling at all MTA bridges and tunnels was announced in September 2017 – approximately three months ahead of schedule. With the installation of cashless tolling, vehicles no longer have to stop to pay tolls. Prior to cashless tolling, drivers were estimated to spend more than 6,400 hours per day waiting to pay tolls at MTA crossings, and wait up to 1 hour and 45 minutes in cash lanes every month. Cashless tolling is projected to save individual commuters up to 21 hours of drive time every year, on average, while cumulatively conserving over one million gallons of fuel annually, saving customers



\$2.5 million each year in fuel costs and reducing carbon dioxide emissions by 20 million pounds.

Cashless tolling has been implemented on the Henry Hudson Bridge, the Hugh L. Carey Tunnel, the Queens Midtown Tunnel, the Marine Parkway-Gil

Hodges Memorial Bridge, the Cross Bay Veterans Bridges, the Verrazano-Narrows Bridge, the Robert F. Kennedy Bridge, the Throgs Neck Bridge and the Bronx-Whitestone Bridge.

## ADDRESSING NEW YORK CITY'S GROWTH AND DEVELOPMENT

Under Mayor Bill de Blasio's administration, the New York City Department of City Planning (DCP) has focused on housing production, economic growth and job development. Also, through

to zoning regulations to make New York City more affordable and foster diverse, livable communities centered around transit by, among other things, eliminating parking requirements for

future rezonings to be permanently affordable. This proposal marks a new approach to ensuring neighborhood economic diversity as New York City plans for growth.

"Although the City is the region's primary economic driver, we know that when our neighbors thrive, we also do better. Today, one in four workers in the City lives outside of the City; and almost a half million City residents are employed elsewhere in the region - and both of those populations are increasing. City Planning is committed to working with the planning leadership of other large cities and counties in our region, to share knowledge, and to facilitate collective action and advocacy"

- New York City Department of City Planning Director Marisa Lago

New York City's Strategic Plan, One New York: The Plan for a Strong and Just City (OneNYC), DCP also created a new Regional Planning division to better understand and connect with the City's neighbors on shared planning issues.

DCP has completed Zoning for Quality & Affordability, a set of changes

new affordable housing in a designated "transit zone." Additionally, DCP has implemented Mandatory Inclusionary Housing, a zoning text amendment from DCP and New York City Department of Housing Preservation and Development (HPD) to establish requirements for a share of new housing created through

Also, the Department continues to work on comprehensive neighborhood planning studies that examine and address key land use and zoning issues in a variety of neighborhoods. DCP will continue to take a broader look at current and future community needs to identify a range of strategies and infrastructure investments that complement the land use and zoning changes and support neighborhood-specific growth and vitality. Neighborhoods examined under this initiative include: East New York, Bay Street Corridor, Jerome Avenue, Southern Boulevard, Downtown Brooklyn, East Harlem, Gowanus, Bushwick and others.

## THE PORT AUTHORITY OF NY & NJ

## PORT AUTHORITY APPROVES LARGEST-EVER TEN-YEAR CAPITAL PLAN

In February 2017, the Board of Commissioners of the Port Authority of New York and New Jersey approved a \$ 32 Billion multi-year capital plan supporting its core transportation mission across with a broad range of investments to sustain and enhance its interstate transportation, maritime port, and aviation facilities in the bi-state region.

Project milestones achieved in 2017 included the phased opening of the replacement Goethals Bridge project and relief of the navigational clearance restriction above harbor's busiest shipping channel by raising the roadway deck of the Bayonne Bridge within its



iconic arched span. The agency also completed the modernization of the George Washington Bridge Bus Station and initiated a \$ 1.9 Billion "Restoring the George" state-of-good-repair program for the region's busiest crossing.

The ten-year plan provides for advancement of other major surface

transportation projects including a LaGuardia AirTrain link to the Long Island Rail Road and NYC Transit systems, a PATH system extension from Newark Penn Station to the Rail Link Station at Newark Liberty International Airport, a replacement Port Authority Bus Terminal, as well as ongoing resiliency projects for the PATH system, the Holland Tunnel, and other facilities. Regional goods movement initiatives included modernization of the Cross Harbor rail car float facilities and funding to continue formal environmental review of long-term cross-harbor freight system improvements.

### NYMTC Member Accomplishments

## Lower Hudson Valley

In the lower Hudson Valley, important steps have been taken this past year to improve bus service, upgrade transit stations and service and repair transportation infrastructure for the long-term. Through the leadership of their county executives, Putnam, Rockland and Westchester Counties – and transformative initiatives by the Metropolitan Transportation Authority – the region has continued to increase transportation accessibility, add more public transportation options, reinforce key safety principles and preserve vital roads and bridges for generations to come. In the past year, the following critical transportation improvements have been advanced or completed:



## METRO-NORTH RAILROAD TO MAKE DESIGN IMPROVEMENTS TO FIVE STATIONS UNDER THE ENHANCED STATIONS INITIATIVE (ESI) PROGRAM



In December 2017, MNR approved a \$91.5 million design-build contract to make state-of-the-art enhancements to White Plains, Harlem-125th Street,

Crestwood, Port Chester and Riverdale stations. Construction gets underway in early 2018. This Enhanced Stations Initiative sets the standard for similar improvements to other Metro-North stations in the future.

The Enhanced Stations Initiative, which includes some elements of state of good repair and enhancements, will result in stations that are safer, cleaner, brighter and easier to navigate.

The general scope of the work includes new signage, platforms, energy

efficient LED lighting, benches with USB chargers, station dashboards and totems to provide convenient access to information, improvements to customer restrooms, not to mention Wi-Fi and cellular connectivity. Upgrades at White Plains include improved station entrances, as well as new interior wall panels, floor tiles, ceiling tiles and fixtures.



## METRO-NORTH RAILROAD ISSUED PORT JERVIS LINE SERVICE STRATEGY REPORT

The Port Jervis Line Service Strategy report, issued in January 2018, was the culmination of a collaborative effort among MNR, local elected officials, key stakeholders and the public that examined ways to provide more

frequent peak service and off-peak service, and add reverse peak service on the Port Jervis Line, a largely single track operation. To support the service improvements, MNR evaluated and recommended new passing sidings along

the line and a new rail yard at Campbell Hall. Future steps involve completing the conceptual engineering efforts for the new rail yard and passing sidings, as well as conducting the associated environmental reviews.



## CONTINUED GROWTH OF THE ETIX MOBILE TICKETING APP

"To remain competitive in the 21st century economy, we are reimagining and rebuilding our public transit system to improve the overall experience of travelers across New York," Governor Cuomo said. "With the launch of the free MTA eTix app, we have transformed the ticket machine into a user-friendly mobile app, making it easier than ever before for LIRR and Metro-North riders to purchase tickets and travel around the region. This early momentum makes clear that MTA riders are excited to use technology to improve their commute and we look forward to the continued success of the eTix app."

MTA eTix is a mobile ticketing app that lets LIRR and MNR customers purchase and use tickets directly on a smartphone or mobile device. Customers can now board MTA commuter trains using their

smartphone instead of a paper ticket. MTA eTix also interconnects with the popular Train Time apps for both commuter railroads allowing customer to check schedules and see train service

status all in one app. Popularity of this app has grown since it was first introduced in 2016, with approximately 25% of monthly tickets and 30% of weekly tickets currently being sold via app.



## IMPROVEMENTS TO WESTCHESTER COUNTY'S BEE-LINE SYSTEM

Westchester County began the implementation of improvements on two major east-west Bee-Line routes to enhance service efficiencies. These improvements resulted from a planning study completed in 2017, which was federally-funded through NYMTC. The Bee-Line's Route 7, which serves the Cities of Yonkers, Mount Vernon and New Rochelle, was re-routed to serve the Yonkers Metro-North Station; other improvements included

bus stop relocations and consolidations. Additionally, the Bee-Line's Route 13, which serves Ossining, Tarrytown, White Plains and Port Chester, will undergo service improvements in 2018. The two critical east-west corridors served by these routes are identified in NYMTC's Regional Transportation Plan.

Also, in 2017, Westchester County awarded a contract for the purchase of 78 hybrid-electric articulated buses

to be used on the Bee-Line System's busiest routes. These buses, scheduled to be delivered in the Fall of 2018, will replace conventional diesel buses. Additionally, the Bee-Line System began offering real-time information to improve the customer experience. The information is currently available through Google Maps. The County is now exploring developing its own app for accessing real-time information.

"The Bee-Line System provides essential transportation services for Westchester County's residents. It is critical that we continue to better meet the demand for bus service in Westchester. The Bee-Line system is reliable and safe – and we are very proud of the system. We look forward to finding ways to improve its integration into the overall mobility plans of the Tri-State region."

- Westchester County Executive George Latimer



## PRESERVING A CRITICAL BRIDGE IN WESTCHESTER COUNTY

Westchester County is replacing the Ashford Avenue Bridge over the Saw Mill River Parkway, which spans the South County Trailway, Elm Street, the New York State Thruway (I-87) and the

Saw Mill River. The 415-foot-long, four lane structure, originally built in 1950, carries approximately 20,000 vehicles daily while crossing roadways support approximately 100,000 daily vehicles.

Construction is expected to be completed in Spring 2018 – approximately six months ahead of schedule, and at a cost of \$18 million.



## NEW WEEKEND TZX SERVICE

“The additional TZx weekend trips have provided long-awaited service where there was clear demand. Creating a 7-day schedule has also set the stage for the Lower Hudson Transit Link (LHTL) service, which will replace the TZx service later this year. After 29 years of operating TZx, Rockland County looks forward to the fruition of the service that the LHTL project has committed to providing - one that will improve the commute experience and travel times for existing TZx commuters, with a service schedule that will speed commutes to Tarrytown Station and White Plains, as well as offer an enhanced transit option for potential new riders.”

-Rockland County Executive Ed Day

In August 2017, Rockland County's TAPPAN ZExpress (TZx) Commuter Bus Service launched its first-ever Sunday service schedule, along with a revised, expanded Saturday schedule. The service expansion increased the number of Saturday trips from 24 to 32 and created a Sunday service to match the new Saturday schedule. The new weekend service has provided

opportunities for expanded public transit travel not only between Rockland and Westchester Counties, but also to Manhattan and other New York City and Hudson Valley destinations via connections to the MTA Metro-North Railroad at Tarrytown Station and the White Plains TransCenter. The new service enjoyed immediate success with 235 riders on the inaugural Sunday.

Sunday ridership has peaked at 323 to date. Funding for the service expansion was provided by the MTA.

Adding the Sunday service has helped build ridership and prepare for the transition of the TZx service to New York State's new Lower Hudson Transit Link (LHTL) service, which will begin operations in late 2018.



## PRESERVING ROCKLAND COUNTY'S ROADS AND BRIDGES

The reconstruction of the Orangeburg Road Bridge includes crossing the CSX Railroad line and providing a pedestrian and bicycle tunnel to continue a rail trail in Orangeburg. This project is

replacing a structurally deficient bridge and providing ADA-compliant features for pedestrian and bicycle circulation.

The reconstruction of Forshay Road includes approximately one half-mile

section completed in the Town of Ramapo. This project brings the roadway up to modern standards, provides sidewalks for a walking community and addresses roadway drainage issues.

“My administration has made investment in infrastructure a priority as solid infrastructure is key to Rockland's continued growth. Prioritizing the reconstruction of the Orangeburg Road Bridge is just one of the reasons that Rockland County bridges are ranked among the top in New York, according to a 2017 report by the Office of the State Comptroller.”

-Rockland County Executive Ed Day



## ROCKLAND COUNTY'S COMPLETE STREETS PROGRAM

Rockland County's Complete Streets Program continued in 2017. Accomplishments included (a) conducting pedestrian safety and driver awareness programs in four East Ramapo Central School District secondary

schools, (b) evaluating projects to improve County facilities, (c) supporting development of the Town of Clarkstown Complete Streets Resolution, (d) presentation of the Rockland County Complete Streets program to the American Public

Health Association conference, and (e) continuing meetings with other local municipalities to support their Complete Streets policy development and projects.



## INCREASING ACCESSIBILITY, WALKABILITY AND BIKING

Putnam County's sidewalk project (ADA Transit Accessibility II) is providing ADA-compliant sidewalks to access the recently constructed Maybrook Trailway. The project's four sidewalk segments are located at Old Route 6, North Main Street, Peaceable Hill Road and East Main Street. The Peaceable Hill Road sidewalk

segment will provide a local senior living community an ADA-compliant sidewalk to Main Street, Brewster and a nearby Putnam Area Rapid Transit (PART) bus stop. The Old Route 6 sidewalk segment will connect a missing section of sidewalks and provide a crosswalk and pedestrian phase in the traffic signal to

allow safe crossing of U.S. Route 6 and connect with the PART bus route. North Main Street and East Main Street sidewalks will allow pedestrians to safely access the trailway, the PART bus route and local shops.



## PUTNAM COUNTY'S MAYBROOK BIKEWAY

"The revitalization of Brewster as a transit oriented development area poises this very historic community to become a hub of commerce driven by commuters, tourists and visitors. Recruiting and retaining millennials, together with the influx of dollars in spending power and the overall health and safety of our local communities, is necessary for this initiative to succeed and the overall consequence of sustaining a healthy and safe community is of paramount importance to Putnam County and its residents."

- Putnam County Executive MaryEllen Odell

The Maybrook Bikeway project involves the construction of a 10-foot wide asphalt bikeway along the abandoned rail bed of the Maybrook freight railroad line. Extending 2.9 miles east to

the New York/Connecticut state line, Phase B extends the bikeway along a major east-west highway and connects to the already completed Phase A bikeway. The overall objective is to extend

the Maybrook Bikeway to ultimately permit – among other things – connections to the Southeast train station, the Village of Brewster and approximate to the Brewster train station.



## PURCHASING REPLACEMENT BUSES



The Putnam Area Rapid Transit (PART) system currently provides public transportation services on four fixed routes, along with mandated Paratransit service for the disabled, seasonal trolley service and shuttle service from Putnam County to the Croton Falls

train station in Westchester County. Improving the efficiency and reliability of the public transportation system includes right-sizing the fleet with new more fuel-efficient buses that will reduce overall emissions.

### NYMTC Member Accomplishments

## Long Island

Expanding major transit efforts related to sustainable development and improving overall safety, walkability and biking across suburban Long Island has been an integral part of transportation planning in the region. This past year, thanks to Nassau County and Suffolk County leadership, the New York State Department of Transportation and the Metropolitan Transportation Authority, major progress was made on important projects that will impact the quality of life of Long Island residents – especially those who rely on a safe and reliable transportation system to get to where they need to go.



## THE NASSAU EXPRESSWAY



The NYSDOT Nassau Expressway project seeks to improve traffic operations and safety, raise the roadway above the expected 100-year flood level, install a new drainage system and add a

shared-use path and sidewalks for pedestrian and bicyclist mobility.

Currently, the Nassau Expressway (State Route 878) is a heavily congested corridor that connects

southwest Nassau County to Queens. The Expressway has several severely congested links identified by NYMTC's Congestion Management Process and it is designated by both Nassau County and New York City as an Emergency Evacuation Route for more than 400,000 people. The roadway also provides a direct link to JFK, serves the Five Towns Shopping Mall and many other commercial businesses. The half-mile section between Rockaway Turnpike and Burnside Avenue is below the base flood elevation - susceptible to flooding and has been impassable during severe weather events. There is also recurrent traffic congestion in this section due to poor operating conditions. Construction is expected to begin in May of 2018. The project is anticipated to be completed in December of 2019.



## LONG ISLAND RAIL ROAD EXPANSION PROJECT

"Upon its completion, this modernization initiative will provide faster commuting with a more reliable network, and will allow us to keep the railroad in a state-of-good-repair. All too often, major delays on the LIRR are tied to incidents along this corridor. With this investment, Long Islanders and New York City residents alike will be able to avoid the crippling and cascading delays that affect the entire network. This project will transform not only Long Island, but the economy and accessibility of the entire region."

- MTA Chairman Joseph J. Lhota

The contract for transformative LIRR modernization was approved in December 2017. This historic project will improve railroad Infrastructure, eliminate seven street-level railroad crossings, improve railroad bridges and add a third track to the busiest LIRR Corridor. This initiative blends capital expansion and state-of-good-repair work, and will unlock the full potential of existing LIRR modernization initiatives including East Side Access, Double Track, Jamaica Capacity Improvement Project, and other major investments. This project will provide a state-of-the-art transportation system for Long Island and New York City residents, commuters, and business communities,

while laying the foundation for a resurgence of the region's economic growth. The new third track will add capacity, reduce delays, and allow for reverse commuting at all times.

Gov. Cuomo first announced the project in January 2016, catalyzing an extensive environmental impact study and hundreds of meetings between LIRR officials and local communities. A two-step procurement process was approved by the MTA Board in November 2016, and four bidders were pre-qualified in January 2017, and three bidders submitted design-build proposals which were reviewed by technical committees, including staff from the LIRR, MTA and state Department of Transportation. The

Final Selection Committee reviewed the technical and price proposals during the summer months of 2017 and pricing negotiations began in the fall. Beginning in January 2018, the contractors will work to complete design, surveying, mobilization, utility relocations, and other early construction activities. Ongoing community outreach efforts will also be included in this phase, such as developing clear communications protocols, opening a public information office, continuing coordination with local elected officials, and soliciting input on the aesthetics of components such as stations and sound walls. Substantial construction is expected to begin in late 2018.



## NASSAU HUB TRANSIT INITIATIVE

Over the past year, the environmental review for the Nassau Hub Transit Initiative was completed and submitted to the Federal Transit Administration (FTA). In January 2018, FTA granted Nassau County's request for a Class II Categorical Exclusion under the National

Environmental Policy Act (NEPA).

Through the Hub Transit Initiative, which appears in NYMTC's Plan 2045, Nassau County will be installing Transit Signal Priority as part of the Initiative's Initial Operating Segment (IOS). The IOS will feature bus rapid transit (BRT)

service from Hempstead Village to Roosevelt Field via the Nassau Hub, and the signal priority will be an integral component to help increase travel speed and service reliability.



## GRAND AVENUE COMPLETE STREETS

In 2017, the Nassau County Department of Public Works completed a traffic study and simulation modeling for mobility and safety improvements along a 1.5-mile corridor on Grand Avenue, in Baldwin. Phase I of this Complete Streets

project, currently in the design phase, is highlighted by a road-diet segment and non-motorized transportation enhancements adjacent to the Long Island Rail Road Baldwin Station. The project ultimately seeks to calm traffic and

provide amenities for pedestrian and bicyclists throughout the north-south arterial. Nassau County will complete design of Phase I by late 2018, with construction planned to begin in 2019.



## MOTOR PARKWAY MULTI-USE TRAIL



The Long Island Motor Parkway, also known as the historic Vanderbilt Parkway, was the first roadway in Nassau County designed for automobiles only. Parts of the parkway survive today in sections of other roadways and as a bicycle trail in Queens. Nassau County is working to develop an 18-mile continuous, multi-use trailway that will utilize the route of the historic parkway.

In 2017, design plans were completed and approved for a 1.5-mile

segment of multi-use trailway along the northern perimeter of Eisenhower Park, which is currently scheduled to begin construction during the Spring of 2018. Listed as a major vision project in Plan 2045, the new Motor Parkway Trail will once again provide an important recreational connection through Nassau County, but this time for hikers and bicyclists.



## NICE BUS TECHNOLOGY



The Nassau Inter-County Express (NICE) launched an upgraded Automatic Vehicle Monitoring (AVM) System in 2017. The AVM allows NICE to monitor the performance of the rolling stock while they are in service; while also providing the information necessary to

improve service reliability and overall operating efficiency of the fleet. This operational data will now be used to analyze and predict vehicle failure for maximum fleet performance.



## CONNECT LONG ISLAND PLAN AND THE LONG ISLAND INNOVATION ZONE (I-ZONE) INITIATIVE

Under the leadership of Suffolk County Executive Steve Bellone, the County made significant progress in 2017 on several components of the Connect Long Island plan and the related Long Island Innovation Zone (I-Zone) initiative, including advancement of the Nicolls Road Multimodal Corridor concept, breaking ground on the Ronkonkoma Hub development, the launch of a NYMTC-funded Ronkonkoma LIRR/LI MacArthur Airport Train-to-Plane Connectivity Study, the advancement of several major transit-oriented developments, and a renewed focus on improving mobility options across the county. These various components are all consistent with NYMTC's Plan 2045 and thus eligible for federal funding.

In Wyandanch, the MTA/Long Island Rail Road made significant progress on a new Train Station, a core component of the Wyandanch Village mixed-use development. Additionally, Empire State Development (ESD) awarded \$210,000 to the County to build out tech incubator space, and a third multi-family residential building is currently in the design phase for Wyandanch Village.

In Brentwood, the Town of Islip approved zoning changes for the Heartland Town Square project, which allows the transit-oriented, mixed-use development to proceed with Phase I. This will include up to 3,500 units, 560,000 square feet of retail space and 626,000 square feet of class-A office space on a 113-acre portion of the site.

In Ronkonkoma, Phase I of the 489-unit Ronkonkoma Hub transit-oriented development project broke ground in

November 2017. Centered around the Ronkonkoma MTA Long Island Rail Road Station, this mixed-use development will serve as a true intermodal hub, connecting rail and future Bus Rapid Transit to LI MacArthur Airport. To further support intermodal connectivity, Suffolk County, in partnership with the Town of Islip and the MTA Long Island Rail Road, launched the Ronkonkoma LIRR/LI MacArthur Airport Train-to-Plane Connectivity Study in June 2017. This study will assess ways to increase connectivity between MacArthur Airport

**“Twenty years ago, the idea of having an interactive bus schedule in the palm of your hand that could provide you with real-time updates on arrivals and departures was nearly unfathomable. By embracing new technological advancements and understanding the needs of our residents, Suffolk County has changed the game when it comes to transportation innovation.”**

**- Suffolk County Executive Steve Bellone**

and the Ronkonkoma Station in the near-term, mid-term, and long term. A Final Report is scheduled for release in mid-March 2018.

A project scoping report was completed for the Nicolls Road Bus Rapid Transit (BRT) project, along with preliminary plans for a hike-bike path in the corridor, and the design of 17 proposed bus rapid transit (BRT) stations. Environmental and traffic analyses are ongoing, and the Locally-Preferred Alternative for the project continues to be refined with input from the general public and community stakeholders. In addition, the County completed the NYMTC funded Ronkonkoma Hub/Nicolls Road Corridor Parking Analysis in July 2017, identifying potential parking lots for BRT stations along the corridor to improve access, and issued a Request for Proposals in July 2017 soliciting

services to complete the Suffolk County BRT Design Standards Study.

Suffolk County is also using NYMTC funding to undertake a county-wide mobility plan to begin the modernization of Suffolk County Transit – its county-wide bus transit system – with the goal of increasing ridership through the incorporation of new service concepts while creating cost savings through smart planning and new efficiencies. The study, which will be completed in March 2018, is focused on developing and evaluating a suite of mobility options

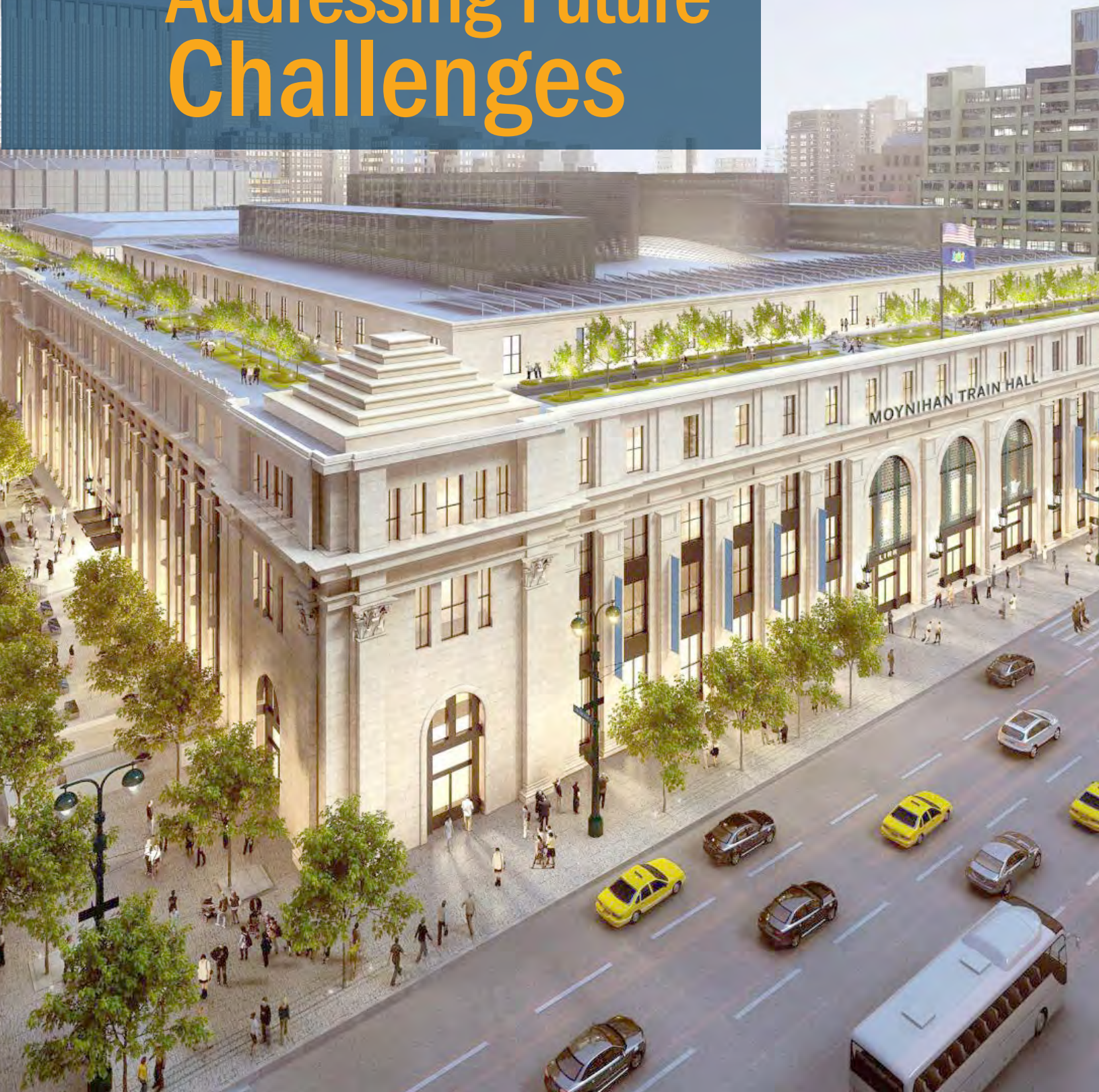
for the County that can complement the transit network and offer an integrated, user-friendly commuter experience. Phase II of the study will advance the plans to implementation with

community outreach, branding, and roll out plans.

Consistent with the goal of modernizing public transportation, Suffolk County purchased new hybrid buses, and 40 smaller “midsize” transit buses in 2017, as part of an upgrade to the county's fleet in an effort to provide more efficient, more reliable and a less costly transit option. The County also released a free mobile application, TransLoc Rider, in September 2017, to provide reliable real-time updates on bus location and estimated arrival time for Suffolk County Transit passengers. Complementing the innovative TransLoc Rider app, the Traveler app provides the County additional planning tools to improve and reconfigure services to further assist traveler needs.

TOMORROW'S CHALLENGES

# Addressing Future Challenges



# Addressing Future Challenges

**As the metropolitan planning organization (MPO) for New York City, suburban Long Island and the lower Hudson Valley, the New York Metropolitan Transportation Council (NYMTC) serves as a conduit for federal funding of transportation improvements in its planning area.**

NYMTC secures these resources for the vast transportation system in its planning area by engaging in long-range regional planning, short- and medium-term programming of projects, forecasting the air quality impacts of these planning activities, measuring the performance of the transportation sys-

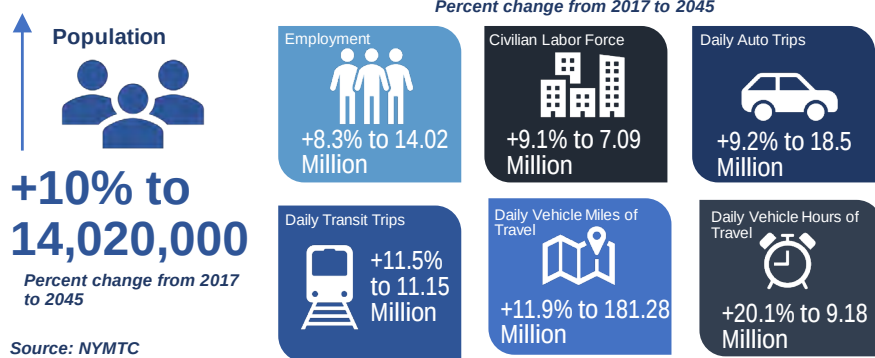
tem, and undertaking planning studies in specific corridors and subareas to identify necessary improvements. Planning for the future, through a shared vision of its members, serves as this MPO's primary mission. For tomorrow, the NYMTC planning area is expected to grow by two million people to over 14 million, with millions of more

transit trips, auto trips, vehicle miles of travel and vehicle hours of travel adding to an already at capacity transportation system, according to NYMTC's forecasts (see infographic). By 2045, Long Island and the lower Hudson Valley are expected to see double-digit percentage increases in population, coupled with preservation projects that can help sustain this growth. Plan 2045 forecasts that roughly \$463 billion in "year of expenditure" dollars will be needed to preserve the transportation system through its 2045 planning horizon. The balance of the forecasted resources – \$33 billion – is slated for a variety of system enhancement projects undertaken in the near- and long-term.

Plan 2045 contains an additional \$90-to-\$130 billion in aspirational system enhancement projects and concepts – otherwise known as future vision projects and studies. These are under development and/or do not yet have funding identified. Some examples include the Nanuet Transit Oriented Development Plan in Rockland County, Putnam County's Brewster Village Walkable Community Initiative, the Hunts Point Interstate Access & Sheridan Expressway Enhancement Project in the Bronx, the Port Authority Bus Terminal Replacement in New York City; and the Long Island Motor Parkway Trail in Nassau County.

As the region's MPO, NYMTC is positioned to embrace the challenges of today as well as the many obstacles of tomorrow.

## Forecasting Future Challenges



tem, and undertaking planning studies in specific corridors and subareas to identify necessary improvements.

Planning for the future, through a shared vision of its members, serves as this MPO's primary mission. For tomorrow, the NYMTC planning area is expected to grow by two million people to over 14 million, with millions of more

millions of more daily trips on our regional transportation system. In New York City, the population is predicted to grow to well over nine million over the next 28-year period.

In its current Regional Transportation Plan, known as Plan 2045, NYMTC and its members identify future system enhancement and



TOMORROW'S CHALLENGES

# Future Drivers of Change



# Future Drivers for the Region



**As we look forward to the future, the technology revolution is starting today. In Plan 2045, NYMTC looks at future implications for our regional transportation system. Here are some key developments:**

## **Autonomous Vehicles:**

Autonomous vehicles are moving closer to becoming a mainstream reality, with self-driving cars being tested across the country and in New York State. In June 2017, Governor Andrew M. Cuomo announced that Audi of America, Inc. performed New York State's first series of autonomous vehicle demonstrations. Also in October, the Governor announced that General Motors and Cruise Automation are applying to begin the first sustained testing of vehicles in fully autonomous mode in New York State in early 2018. Additionally, media reports highlighted that self-driving trucks – from companies like Tesla and Embark – are now being tested across the country as a means of developing the automation technology to further expand freight movement and progress the industry. While laws dealing with safety standards, liability and insurance issues related to autonomous vehicles are still being developed, there has been movement forward. According to the National Conference of State Legislatures, twenty-one states, including New York have passed legislation related to autonomous vehicles. In Washington, however, Congress is still deciding on legislation that would institute federal law impacting autonomous vehicle regulation.

## **Connected Vehicle Technology:**

Through a cutting-edge program from the U.S. Department of Transportation (USDOT), developments in connected vehicle technology have progressed in New York City and across the United States. According to the USDOT Intelligent Transportation Systems Joint Program Office, the Connected Vehicle Pilot Deployment Program is a national effort to deploy, test, and operationalize mobile and roadside technologies. These technologies are designed to save lives, improve personal mobility, enhance economic productivity, reduce environmental impacts, and transform public agency operations. The New York City Department of Transportation is participating in the Connected Vehicle pilot as part of Vision Zero, the Mayor's commitment to improve street safety in every borough across New York City. The pilot is focused on developing and deploying more than 15 safety applications to provide in-vehicle warnings to motorists behind the wheel.

## **Ride-Hailing and Microtransit:**

Innovative transportation options like app-based ride-hailing and microtransit have continued to take the New York City region by storm. Ride-hailing options through transportation network

companies like Uber and Lyft have garnered most of the market share in a region that is already highly connected to public transportation options. According to a study from the University of California Davis Institute of Transportation Studies, 21 percent of adults have personally used ride-hailing services among a group of 4,000 people surveyed in Boston, Chicago, Los Angeles, New York, the San Francisco Bay Area, Seattle, and Washington, D.C. More and more, personal mobility innovations such as ride-hailing and car sharing are mitigating the need for car ownership. Continuing this trend is the onset of microtransit, defined as a privately operated, on-demand transit service. In many cases, microtransit mirrors the operations of public transit agencies along select routes. Ford Motor Company's Chariot microtransit service began operation in New York City during the summer of 2017, marking its fourth city launch. Previously Chariot was rolled out in San Francisco, Calif.; Austin, Texas and Seattle, Wash. Also, New York-based Via has already expanded to Washington, D.C. and Chicago, Ill. – showing that microtransit options and ridership are continuing to grow.

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