



Adam S. Levine, P.E., AICP
Executive Director

**MEETING SYNOPSIS OF THE NOVEMBER 16, 2023
PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE MEETING**

A. CALL TO ORDER AND ROLL CALL

The New York Metropolitan Transportation Council's (NYMTC's) Program, Finance, and Administration Committee (PFAC) meeting was called to order by Debra Nelson, representing the New York State Department of Transportation (NYSDOT) and PFAC Chair. She noted that the meeting was being held virtually and in person at the NYMTC offices located at 25 Beaver Street in lower Manhattan. After completing a roll call of the PFAC members, she declared that there was a quorum under NYMTC's Operating Procedures.

B. EXECUTIVE DIRECTOR'S REPORT

Adam Levine, NYMTC's Executive Director, reported that the U.S. Environmental Protection Agency accepted NYMTC's 2023 Transportation Conformity Determination; work on the long-range transportation plan *Moving Forward 2055* continues that included public outreach pop-up vents held in Nyack's Famous Street Fair in the lower Hudson Valley, Bed-Stuy Alive in New York City, and the Long Island Fall Festival. Over 600 people participated in the *Moving Forward 2055* survey at these events or through www.movingforward2055.org. The Thriving Communities Network held its first meeting on October 28. Through this network, NYMTC helps non-governmental organizations learn how to participate in planning processes to compete for federal, state and local transportation projects in traditionally underrepresented and disadvantaged communities in the NYMTC region. Mr. Levine noted that Meredith Davis, Community Planner with the U.S. Department of Transportation gave a presentation on the federal Thriving Communities Program and had discussions with the attendees on assistance with transportation improvements in their communities. A future meeting in February 2024 will focus on the data resources NYMTC could offer that would be helpful in making transportation decisions and applying for federal grants. Mr. Levin also reported the following:

- On November 9th, Thriving Community workshops were held in Valley Stream, Nassau county; another one is planned for Cold Spring, Putnam county.
- The first public workshop on NYMTC's Regional Waste Movement Study was held on November 9th and a second workshop is scheduled for December 13th.
- A pre-kickoff meeting with local elected officials to get their feedback on the scope of the Northern Westchester East/West Corridor Study and Bear Mountain State Parkway is tentatively scheduled for December 2023.
- The Palisades Shared Use Path Feasibility Study and project website will be underway soon.
- The Safety Needs and Technology Assessment for NYMTC Suburban County Study will assess safety and security needs in Putnam, Rockland, Westchester, Nassau and Suffolk counties, modeled after the process used in New York City with a goal to coordinate safety management training and education across jurisdictional borders.
- A Transit Service Coordination Needs Study will identify the core challenges that impede transit service coordination and develop a set of needs and strategies to make improvements. This study will support the Moving Forward Plan 2055 and other regional issues by improving integration across the multimodal network.
- NYMTC's Traffic Micro Simulation modeling staff provided assistance to NYSDOT on the FDR Drive-34th Street Viaduct Replacement Project by examining scenarios that could be used to calculate benefit cost ratios, and modeling runs were used in support of a Federal Highway Administration large bridge program

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grant application on the Cross Bronx Expressway. The modeling team also implemented enhancements to the 2019 New York Best Practice Model.

- NYMTC resumed its travels survey Community of Practice (COP) meetings on October 24th with participation from member agencies. The COP will seek to coordinate with NYCDOT in their upcoming city-wide mobility survey in 2024 and the next meeting of the COP will be held in January.
- NYMTC's Brown Bag Lunch Webinar on October 18th, was presented by staff of MTA who discussed the First Mile/Last Mile Toolkit developed with NYMTC funding to improve access to Metro North and Long Island Railroad stations and on November 2nd, the NYCDOT staff shared the development of its Pedestrian Mobility Plan. Brown Bag events are now obtaining certification credit and are being advertised to the American Planning Association.

Adam thanked the NYMTC staff and the PFAC members for their hard work, dedication and service to the people in the NYMTC region.

C. PRESENTATION – MTA'S TWENTY-YEAR CAPITAL NEEDS ASSESSMENT – Michael Shiffer, Ph.D., MTA Senior Vice President of Regional Planning

A presentation was given by Michael J. Shiffer, Pd.D., Senior Vice President, Regional Planning of the Metropolitan Transportation Authority (MTA) on its recently completed [MTA Twenty-Year Needs Assessment](#), a comprehensive blueprint that outlines the MTA region's transportation capital needs for the next generation. Dr. Shiffer talked about the MTA's approach to comparatively evaluate over 20 network expansion proposals to help inform ongoing regional conversation about a future of enhanced mobility. He noted the MTA's goals is to rebuild their system so it would last another 100 years; to create additional capacity where it's most needed; to make the system more accessible; and to fight against climate change.

D. PUBLIC PARTICIPATION

Tony Goncalves, Supervisor, Town of Lewisboro submitted the following remarks.

"In August of 2021 the NYS DOT issued their I-684/I-84 Transportation Corridor Study Findings Report. This report touches on areas of this corridor which due to bottleneck conditions which exist today at the I84/I684 interchange and the Saw Mill Parkway interchange causing traffic, mainly from Connecticut, to reroute through Somers, North Salem & Lewisboro. To avoid the heavy traffic conditions, commuters are travelling State Highways such as NYS121, NYS35, NYS100, NYS138. Specific to Lewisboro, we are seeing a dramatic increase of traffic volume including on local residential roads connected to these State Highways leading to degradation of both paved roads and unpaved (dirt) roads. We have local schools on these NYS Highways and this added traffic is leading to dangerous conditions in the areas of these schools. The findings report identifies improvements which would alleviate this congestion. We would like to see these projects fast-tracked to the extent possible including the "Interim Concept" which will provide for widening of ramps and overpasses at the I684/I84 interchange. The cost of this project is identified as \$100-\$150M. By focusing on a portion of this project, mainly the Westbound I84 to Southbound I684 section, we would see a significant decrease in congestion within North Salem and Lewisboro. In addition we would need to have the Saw Mill Parkway interchange bottleneck also addressed."

Warren Lucas, Supervisor, Town of North Salem expressed his interest to have the I-684/I-84 Transportation Corridor Study project placed into the Transportation Improvement Program. The attached remarks were submitted.

E. ACTION ITEMS

1. ACCEPT: SEPTEMBER 21, 2023 MEETING SYNOPSIS

A motion to accept the September 21, 2023 meeting synopsis was made by Joseph Cuomo, representing

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the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Barbara Barosa, representing the Mid-Hudson South Transportation Coordinating Committee. There was no discussion. The meeting synopsis was unanimously accepted.

2. ADOPT: RESOLUTION #569 –FISCAL CONSTRAINT OPERATING PROCEDURES

Gerry Bogacz of NYMTC staff introduced the resolution and noted that the Fiscal Constraint Operating Procedures formalizes the consideration of Transportation Improvement Program (TIP) amendments and administrative modifications during a fiscal year in order to stimulate more efficient use of available funds and to increase the transparency of the fiscal status of the TIP.

A motion to adopt Resolution #569, Fiscal Constraint Operating Procedures, was made by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Yogesh Sanghvi, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution passed unanimously.

3. ADOPT: RESOLUTION #570 – AMENDMENTS TO FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL TRANSPORTATION PLAN FOR A MAJOR METROPOLITAN TRANSPORTATION INVESTMENT

Leslie Fordjour of NYMTC staff introduced the resolution and said its purpose would amend the Hunts Rail Terminal Market Project in the FFYs 2022-2050 Regional Transportation Plan as a Major Metropolitan Transportation Investment that qualifies to receive federal aid.

A motion to adopt Resolution #570, Amendments to Federal Fiscal Years 2022-2050 Regional Transportation Plan for a Major Metropolitan Transportation Investment, was made by Craig Lader, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The resolution passed unanimously.

4. ADOPT: RESOLUTION #571 – AMENDMENTS TO THE STATE FISCAL YEAR 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

Seitu Allen of NYMTC staff said that the resolution showed a request from Metropolitan Transportation Authority to add the First Mile/Last Mile Toolkit Update Enhancement to keep data relevant and up-to-date; and requests from the New York City Department of Transportation to add unspent funds from prior program years to the current program for planning activities identified in the UPWP; as well as to add the Brooklyn/Queens Expressway, North and South Corridor Vision planning activity into the UPWP. He noted that all actions were consistent with the Regional Transportation Plan.

A motion to adopt Resolution #571, Amendments to the State Fiscal Year 2023-2024 Unified Planning Work Program, was made by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Barbara Barosa, representing the Mid-Hudson South Transportation Coordinating Committee. There was no discussion. The resolution passed unanimously.

F. CONFIRMATION OF NEXT PFAC MEETING

NYMTC's next PFAC Meeting is scheduled to be held on Thursday February 15, 2024. Details will be provided two week prior to the meeting date.

G. CONFIRMATION OF ANNUAL COUNCIL MEETING

NYMTC's Annual Council Meeting is scheduled to be held on Thursday February 29, 2024. Details will be provided two week prior to the meeting date.

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H. ADJOURN

A motion to adjourn the meeting was made by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. The motion passed; the meeting was adjourned.

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ATTENDANCE

Voting Members/Alternatives

Barbara Barosa, Putnam County Planning Department
Christopher Chatterton, Suffolk County Department of Public Works
Joseph Cuomo, Nassau County Department of Public Works
Tiana Grimes, Metropolitan Transportation Authority
Patrick Gerdin, Rockland County Department of Planning & Public Transportation
Craig Lader, Westchester County Department of Planning
Debra Nelson, New York State Department of Transportation
Yogesh Sanghvi, New York City Department of Transportation
Jack Schmidt, New York City Department of City Planning

Advisory (Non-Voting) Members

Melissa Hayes, North Jersey Transportation Planning Authority
Gautam Mani, Federal Highway Administration
Daniel Moser, Federal Transit Administration
Jay Shuffield, Port Authority of New York and New Jersey

NYMTC Staff and (Contractors*)

Ali Afshar	Yevgeniy Galinski	Ali Mohseni
Afolabi Aiyedun	Fidel Garcia *	Larisa Morozovskaya
Olayinka Alamu *	Niloofar Ghahramani	Robert Mortell
Leonidas Alexandropoulos	German Hernandez	Kwei Pinger
Seitu Allen	Husong Han	Sandeep Puppala
Gerry Bogacz	Carl King	Dominique Queenie
Allyce Braddy	Joomee Lee	Manish Shah
Stephanie Brooks *	Adam Levine	John Simpson
Mary Byrne	John Lopez	Sherry Southe
Michael Chiume	Jack Ma	Lynne Thisse
David Drits	Mark Maglienti	Rossana Weitekamp
Merrill Frank	Amaury Medina-Milford	
Maura Fitzpatrick *	Emily McGhee	
Leslie Fordjour	Andrea Miles-Cole	

OTHERS

Coffy Andrews, NYSDOT	Tiffany Fuller, NYCDOT	Joseph Raguzin, Rockland County
Diana Arustamyan, NYCDOT	Tiana Grimes, MTA	Geoffrey Rick, NYSDOT
Valerie Askinazi, USEPA	Tatyana Golikova, NYSDOT	Marc Rivlin, Harvard Edu
Barbara Barosa, Putnam County	Tony Goncalves, Town of Lewisboro	Joseph Romeo, STV Inc.
Stephen Bauman, ABT	Dorothy Gustave, Tonio Burgos	Steve Scaduto, NYCDOT
Seth Berman, NYCDOT	Robyn Hollander, MTA	Adeleke Seidi-Gbamuse, NYCDOT
Brit Byrd, Bklyn. Boro Pres. Office	Sandra Jonson, NYSDOT	Robert Scorrano, Somers NY
Lisa Cataldo, NYSDOT	Naomi Klein, CME LLP	Dr. Michael Shiffer, MTA
Olga Chernat, MTA	Larry Lennon, MTA	Max Sokol, Replica HQ
Ray DiBiase, LKMA	Blanca Lopez, Westchester County	Ilana Wagner, Westchester County
Ray Dwarka, NYCDOT	Warren Lucas	
Oliver Ernhof, WSP	Vincent Marciano, NYCDOT	
Eric Fischer, Tonio Burgos	Sean Moore, NYSDOT	
Sean Fitzpatrick, MTA	Jeffrey Otto, NYCDOT	
Meritxell Font, MTA	Yashvi Patel	

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Public Participation remarks submitted by Warren Lucas, Supervisor, Town of North Salem

Improving the 684/84 Transportation Corridor

I want to thank the Council for allowing us to speak. The municipal Supervisors have attended NYMTC meetings as a group prior to COVID discussing this issue. The I-684/84 Consortium is a multiple groups of municipalities started in 2014 to work with the DOT on the northern section of I-684 and I-84. The consortium includes 7 municipalities; Ridgefield CT, Putnam County, Southeast, Somers, Lewisboro, Bedford. Also Involved was the Westchester County Executive's office and their Planning Department.

I have with me on this call Rob Scorrano Supervisor of Somers and Tony Goncalves Supervisor of Lewisboro.

We worked on this issue with our State elected officials for several years building consensus among the municipal leaders. Lance MacMillan DOT Region 8 Regional Director funded a study of the corridor which included constituent meetings. Sandra Jobson Region 8 DOT Planner ran these meetings.

The CT DOT was made aware of the project by Rudy Marconi, the First Selectman of Ridgefield CT and asked to be included. Because of this study the CT DOT extended the Connecticut DOT I-84 study from Waterbury to Brookfield the rest of the way to the NYS border. In 2021 the NYS Region 8 DOT finished the \$1.5M study of **I-684/84 Transportation Corridor Study** and published their findings report (the Project ID number is 8113.59) which outlined needed improvements.

- The study is here; https://nyassembly.gov/write/upload/member_files/093/pdfs/20210819_0098773.pdf

After the Study completed, the primary focus of the I-684/84 Consortium has been the Exit 9 interchange at I-684/84. It can no longer handle the morning or evening traffic and we have numerous truck flipovers and bottlenecks. The side roads; Route 7 in CT, Route 35, Route 116, 121 and many others including a large number of local town roads feel the heavy impact of commuter traffic in the AM as people work with the intelligent GPS applications such as WAZ to bypass the corridor traffic.

The two needed improvements that everyone agreed with were the I-684/I-84 Exit 9 interchange in the town of Southeast and the I-684/Saw Mill interchange at Exit 5 in Katonah which slows all southbound I684 traffic compounding the issue. Fixing these would have the greatest impact on the corridor traffic flow.

In October of 2023 we had further discussions with Lance MacMillan DOT Region 8 Regional Director and Sandra Jobson Region 8 DOT Planner.

Based on the study's requirements for the I-684/84 interchange the two I-84 west bound bridges onto I-684 are being removed and replaced by two lane bridges as a first step to redo that section of the interchange. The cost for these which is a funded project for a 2025 start is \$29M.

According to the study the I-84 westbound to I-684 southbound realignment is expected to cost \$150M. Given the costs from Region 8 DOT for a complete study of that section of the interchange, we are currently discussing the need for additional \$10 M in funds for engineering with our State legislators, Assemblyman Burdick and Senator Harckham, and anyone else who has influence. It is expected the remaining cost to reconstruct that section after the engineering is done to be in the \$90M to \$100M range.

Our interest is to make sure the NYMTC is up to speed on our needs and the need to improve these interchanges.

Thank you,

Warren Lucas
Supervisor Town of North Salem