



NYMTC 2014 ANNUAL REPORT >>>>



Expanding Horizons

Planning Partnerships in
the NY-NJ-CT Region

ABOUT NYMTC

The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley. NYMTC provides a collaborative planning forum to address transportation-related issues, develop regional plans and make decisions on the use of federal transportation funds.



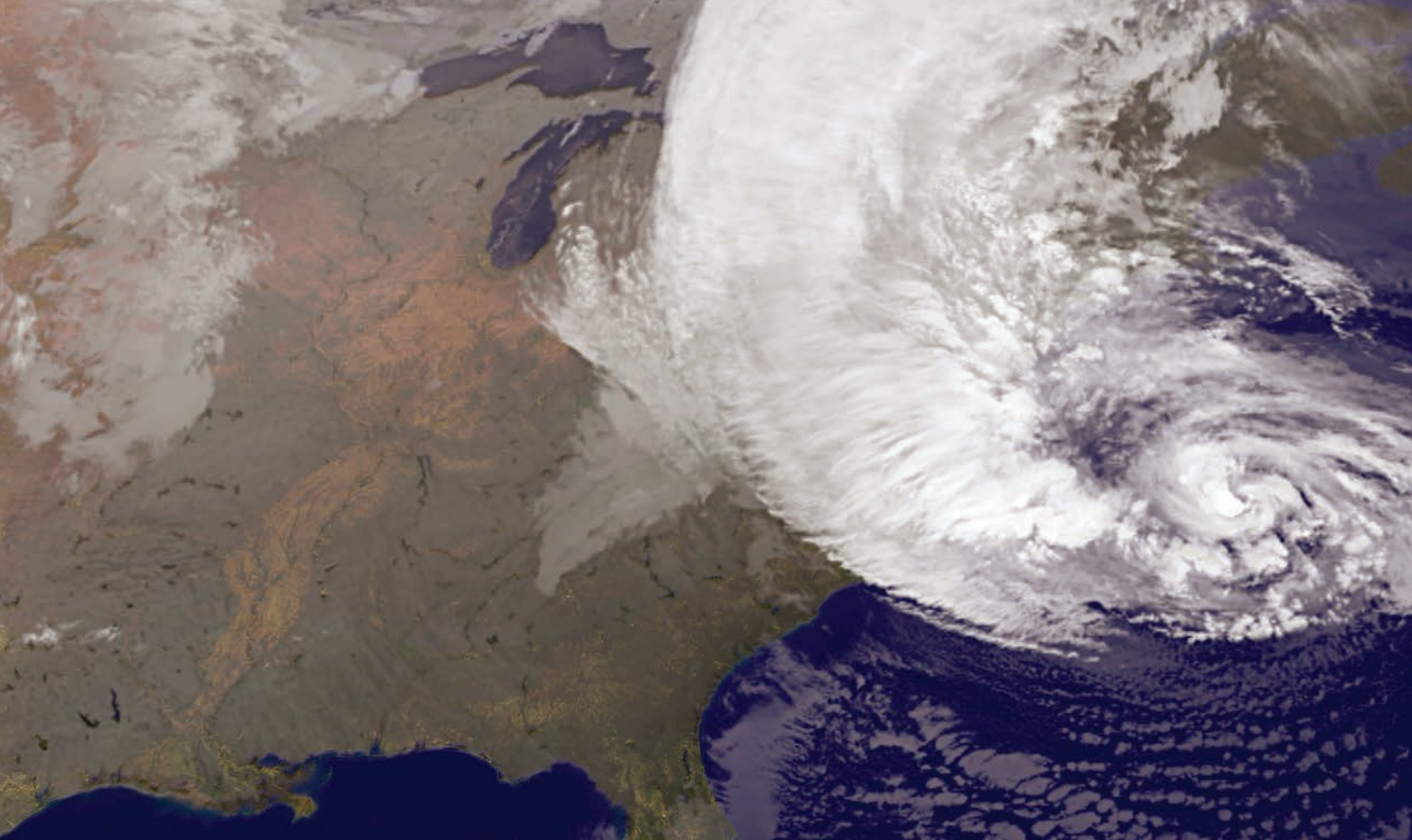
NYMTC's Mission

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

2013 in Review

A Year of Accomplishments

- **Adoption of Plan 2040 and related 2013 Congestion Management Process Status Report**
- **Adoption of State Fiscal Year 2013 Unified Planning Work Program**
- **Adoption of Federal Fiscal Year 2014-2018 Transportation Improvement Program**
- **More than 100 Transportation Improvement Program amendments and administrative modifications**
- **Adoption of two Transportation Conformity Determinations under the Clean Air Act Amendments of 1990**
- **Recommendation of project selections for the Transportation Enhancement Program; Job Access/Reverse Commute and New Freedom programs; and Section 5310 program**
- **Completion of Regional Household Travel Survey**
- **Initiation of NY-NJ-CT Post-Sandy Transportation Vulnerability Assessment and Adaptation Analysis project**
- **Release of draft final and final reports for place-based projects under the NY-CT Sustainable Communities Initiative**
- **Release of draft final and final reports from the SFY 2012 and SFY 2013 Unified Planning Work Programs**
- **Programming of capital projects through several different federal fund sources**



Expanding Horizons:

Planning Partnerships in the NY-NJ-CT Region

Superstorm Sandy in 2012 – and one of the snowiest winters on record in 2013/2014 – drove home the point that weather events and their impacts on the region’s transportation system don’t observe municipal, county or state boundaries. The aftermath of these significant events has highlighted the critical importance of developing and maintaining partnerships – both to address widespread weather emergencies and to plan for a more resilient region.

Since its creation in 1982, the New York Metropolitan Transportation Council (NYMTC) and its member agencies have worked with neighboring states and metropolitan planning organizations (MPOs), and with local municipalities and other stakeholders, to anticipate and address

the variety of transportation planning issues that recognize no boundaries. Some of these partnerships have been built through formal working and advisory groups, some through specific planning studies and activities, and some through less formal relationships. Still others were formed to address specific issues affecting the

region’s transportation network and, consequently, its economic health. These partnerships are increasingly critical to more effective regional planning so that people and goods can move freely between the cities, states and counties that comprise the New York-New Jersey-Connecticut metropolitan area, and beyond.

Transportation Planning in the New York-New Jersey-Connecticut Metro Area

Transportation planning in the New York-New Jersey-Connecticut metropolitan area is a complex undertaking, involving various levels of government and within and across many jurisdictions. The tri-state metropolitan area is a critical economic driver within the Northeast Megaregion, with a large and diverse employment base that generates one of the nation's largest commuter sheds.

At its broadest level, regional transportation planning in the New York-New Jersey-Connecticut metro area is undertaken through metropolitan planning organizations (MPOs): federally-mandated and federally-funded regional councils made up of representatives of a region's governments and transportation providers which establish federal funding eligibility for transportation improvement projects.

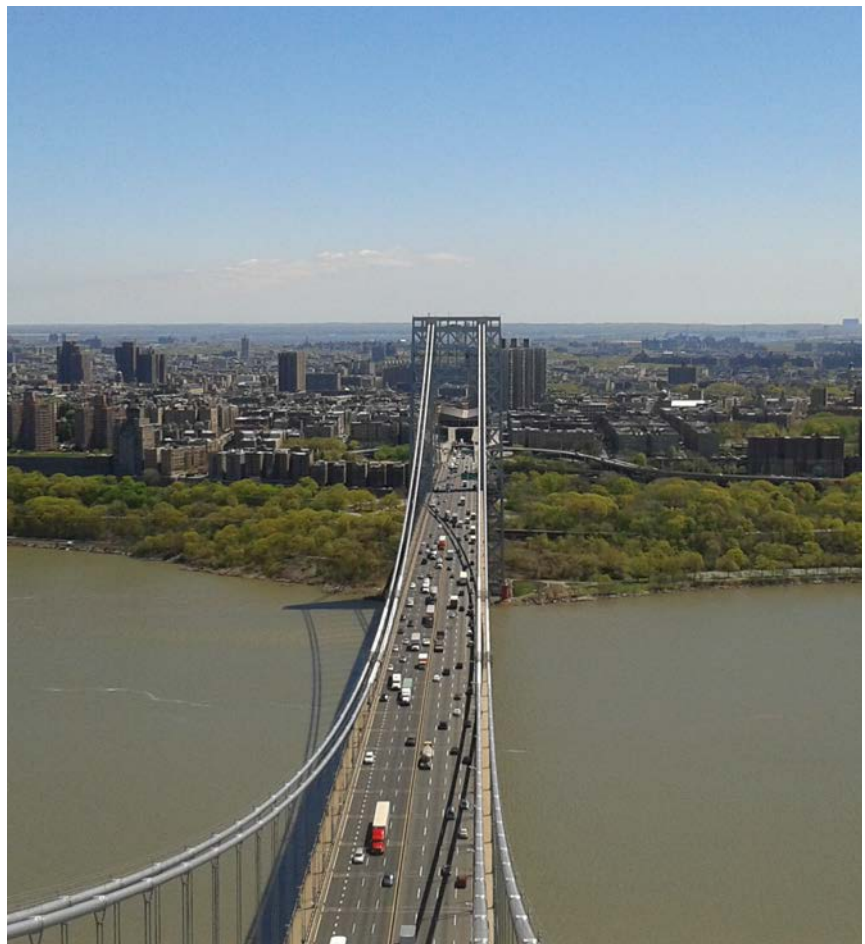
As the MPO for New York City, Long Island and the lower Hudson Valley, NYMTC is required to produce and maintain three federally-mandated planning products: the long-range Regional Transportation Plan, which identifies the transportation improvement concepts, projects and policy recommendations that will address the region's long-term growth challenges and needs; the

medium-range Transportation Improvement Program, which outlines all of the federally-funded transportation projects for the region proposed over a five year period; and the near-term Unified Planning Work Program, which defines the region's planning priorities and describes all transportation-related planning activities anticipated for a program year. In addition, NYMTC must produce two analyses: a congestion analysis for the Congestion Management Process; and a regional emissions analysis for Transportation Conformity Determinations to establish compliance with federal

clean-air standards. The planning process that results from these products and analyses guides the use of federal transportation funding in NYMTC's planning area.

The Need for Planning Partnerships

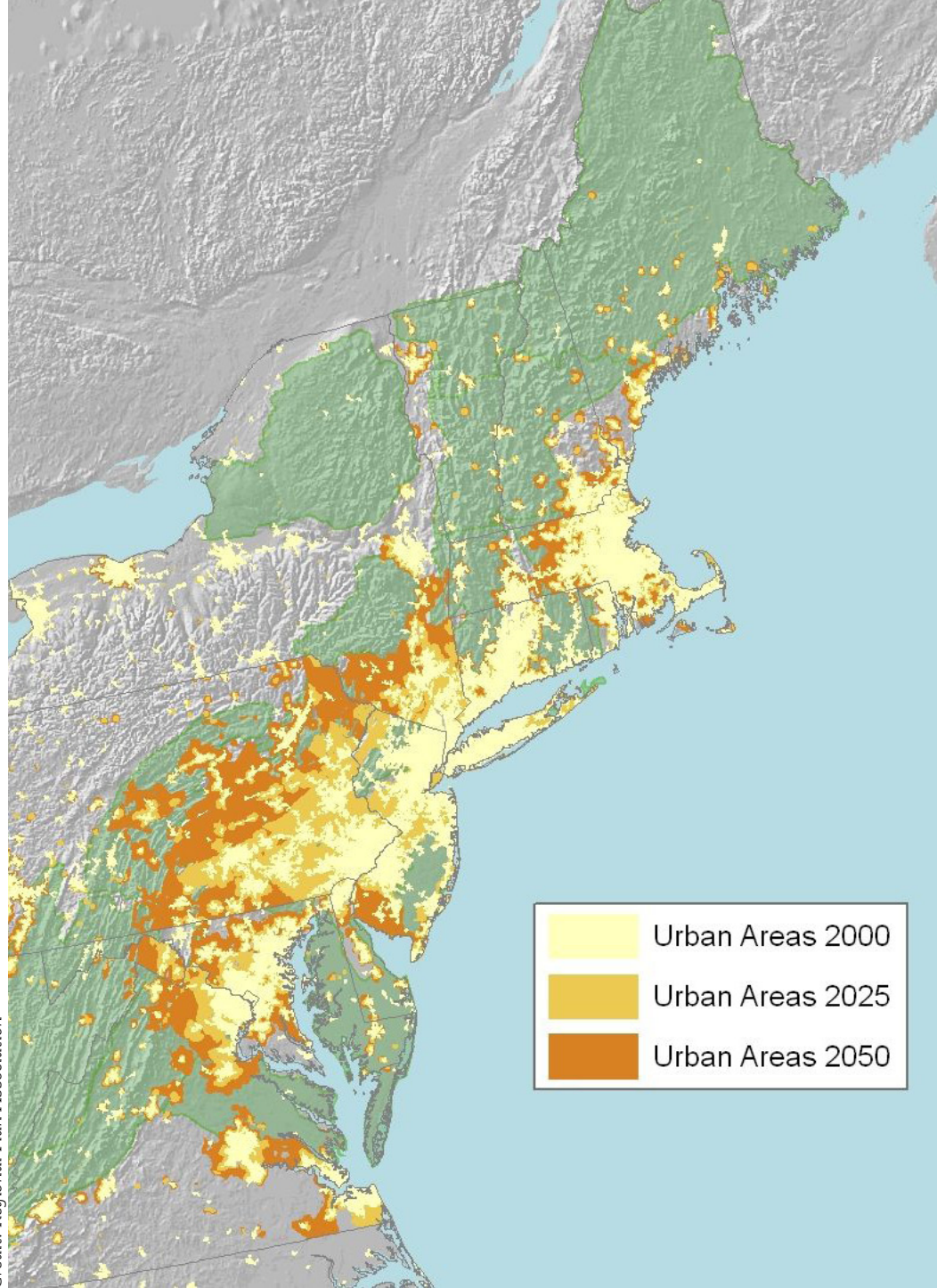
The New York metropolitan area is multifaceted, stretching from Pennsylvania's Lehigh Valley in the west to New Haven, Connecticut in the east, with a population of more than 23 million in an area covering over 13,000 square miles. Known technically as a Census Combined Statistical Area, it



is a center of many industries including finance, international trade, media and entertainment, tourism, biotechnology, and manufacturing, making it one of the most important economic regions in the world.

Within NYMTC's planning area alone are three distinct subregions among its ten counties, along with 202 municipalities – 120 in Long Island, 81 in the lower Hudson Valley and New York City itself. To respond to local needs, NYMTC is comprised of three Transportation Coordinating Committees (TCCs): New York City TCC, Mid-Hudson South TCC and Nassau/Suffolk TCC. These committees 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 on a more local level.

As a regional council, NYMTC is by definition a partnership of elected officials and heads of transportation and environmental agencies that are collectively responsible for developing and implementing transportation plans, programs and projects at a regional level. Situated as it is in the middle of the vast Northeast Megaregion – which stretches from Washington D.C. to Boston – the plans and programs that are developed for NYMTC's planning area have a far-reaching impact on nearby states, MPOs and municipalities, as well as on the nation as a whole.



Consequently, working effectively across borders is of paramount importance to NYMTC and its members, while working with local municipalities within the planning area is of growing importance to NYMTC's mission and to the region.

Clearly, jurisdictional boundaries do not, by themselves, constrain travel. For

example, travel into and out of New York City is affected by events and activities that occur both within the city and outside of its borders. Similarly, the city's commercial center generates trips – including freight movement – both within and across NYMTC's boundaries.

While travel demand knows no boundaries, governments

and service providers generally only have influence over transportation within their borders. Therefore, partnerships that cross municipal and other jurisdictional lines are essential if transportation planning is to be fully responsive to the travel activity in a regional area. Just as important, these partnerships must also cross functional boundaries so that the development of the transportation system is better integrated with land use planning, economic development, goods movement, waste disposal and other related infrastructure.

The Growth of Planning Partnerships

Initial Partnerships

NYMTC evolved from a larger organization, the Tri-State Regional Planning Commission, which existed in various forms for nearly a quarter century. The Commission's origins date to 1959, when a bi-state transportation study group consisting of representatives from New York and New Jersey was formed. With the declining financial condition of the Penn Central and New Haven railroads, it became clear that that the states of New York, New Jersey and Connecticut, along with other various governmental agencies, needed to work together to resolve transportation issues across borders. The Tri-State Transportation Committee was established by the Governors of the three

states in 1961 to act as a liaison between governmental agencies concerned with planning for and operating transportation services and related facilities. In 1965, the Tri-State Regional Planning Commission was formally chartered as an interstate compact to continue this work and to undertake comprehensive planning to meet the transportation needs of the three-state region. During the 1970s, the

Within six months from the date of execution of this Memorandum of Understanding, the Council shall develop procedures for coordinating its plans and programs, and its planning and programming processes, with adjacent Metropolitan Planning Organizations in the states of New York, New Jersey and Connecticut.

Commission took on a broader role in planning regionally for the use of federal money for housing, land use, pollution control and transportation in its 28-county planning area.

The Commission dissolved after the State of Connecticut withdrew from the interstate compact in June of 1982. With changing laws and regulations during this same period, the regional planning requirements for housing and land use were revoked, while requirements for air quality were revised.

The dissolution of Tri-State prompted the creation of eight smaller MPOs in the Commission's former planning area – North Jersey Transportation Planning Authority (NJTPA) in northern New Jersey; NYMTC, the Poughkeepsie-Dutchess County Transportation Council and Orange County Transportation Council in New York State; and the Housatonic Valley Council of Elected Officials

(HVCEO), South Western Region Metropolitan Planning Organization (SWRMPO), Greater Bridgeport/Valley Metropolitan Planning Organization and South Central Regional Council of Governments (SCRCOG) in southwestern Connecticut – to fulfill the continuing regional transportation planning requirements to make use of federal funding. Centered as it is in the region's core, NYMTC was – and remains – the largest of these MPOs. The following



provision in the Memorandum of Understanding (MOU) that formed NYMTC in 1982 reflects the legacy of the dissolved Commission:

“Within six months from the date of execution of this Memorandum of Understanding, the Council shall develop procedures for coordinating its plans and programs, and its planning and programming processes, with adjacent Metropolitan Planning Organizations in the states of New York, New Jersey and Connecticut.”

Thus, the MOU which created NYMTC set the new organization’s course for coordination and partnership with its sister organizations in the larger three-state metropolitan area.

An early example of these planning partnerships was the Bi-State Forum, an informal working committee organized by NYMTC and NJTPA during the 1980s to focus on transportation planning issues across the Hudson River. Similarly, three major transit

providers who were members of NYMTC and/or NJTPA – the Metropolitan Transportation Authority, the Port Authority of New York and New Jersey, and New Jersey Transit – developed and maintained a planning partnership focused on trans-Hudson transit issues.

While coordination was initially undertaken at the MPO and agency staff level, NYMTC’s advisory membership expanded over time to institutionalize some of these key partnerships. Specifically, during the 1990s, NJTPA and New Jersey Transit were added to NYMTC’s advisory membership, while the South Western Region Metropolitan Planning Organization in Connecticut became an advisory member of NYMTC’s Mid-Hudson South Transportation Coordinating Committee.

In the late 1990s, NYMTC and its sister MPOs in the region expanded these initial partnerships. The Regional Transportation Planning Coalition was formed as a staff-level working committee

involving NYMTC, NJTPA, two smaller New York MPOs in the Hudson Valley and three MPOs in southwestern Connecticut. An expansion of the earlier Bi-State Forum, this three-state committee met on a continuing basis to integrate technical work, share data, coordinate transportation and air quality planning efforts and identify issues of importance to the larger region. By the mid-2000s, a portion of this arrangement was formalized through an MOU among NYMTC, NJTPA and the three Connecticut MPOs, creating the Metropolitan Area Planning (MAP) Forum, discussed in detail later in this report.

Multi-State Working and Advisory Groups

As the nature of collaborative planning relationships has evolved within the region, and as NYMTC and its sister MPOs have formalized and expanded organizational activities and agreements, working and

advisory groups have also been created to enhance multi-state collaboration. These groups are comprised of MPO staffs and member agencies, external organizations such as state and municipal governments and agencies, public and private transportation providers and relevant stakeholders. For NYMTC, several of these advisory groups were created by formal action of its Program, Finance and Administration Committee, while some evolved on an ad hoc basis around specific regional planning needs and activities. Other MPOs took actions as they saw fit in the creation of and participation in these groups, which have all played a significant role in coordinating various aspects of the metropolitan transportation planning process across MPO and

state boundaries. The multi-state working and advisory groups include the following:

Freight Transportation Working Group

Goods movement is essential to the economic health of the region and the nation as a whole, and is a critical component of the metropolitan transportation planning process. NYMTC established the Freight Transportation Working Group in the late 1990s to assist the region’s MPOs and members in expanding and enhancing freight planning in the tri-state area, and beyond. The working group accomplishes this by informing the general public and local decision makers about the importance of freight transportation to the region; helping the MPOs coordinate an ongoing regional freight

planning process; and initiating a coordinated freight data collection effort that meets the needs of the planning process.

The working group is composed of MPO staffs and members; freight providers, receivers and their associations; transportation agencies; business associations; interested parties such as civic organizations and advocacy groups; and representatives of elected officials. Activities the include development of the Regional Freight Plan and a program of projects and policies to advance regional freight planning goals; discussions of current freight issues, projects and new technology and concepts such as Freight Villages – all designed to improve freight movement within and outside of the three-state metro region.





Metropolitan Mobility Network/Intelligent Transportation Systems (ITS) Group

Transportation demand management (TDM) has been an aspect of the metropolitan planning process in the three-state region since the mid-1980s, evolving in scope and sophistication over time. The Metropolitan Mobility Network/ITS Working Group was formed in 2011 when the Metropolitan Mobility Network and ITS Working Group were merged to focus on the management and operations of the regional transportation system. The Network was originally created in the late 1990s as a means

of coordinating TDM programs throughout the three-state region to improve their effectiveness and plan for their continued development, integration and funding. The ITS Working Group was focused on using technology to manage demand and reduce congestion and attendant motor vehicle emissions; improve the safety and performance of the region's surface transportation systems; and improve traffic management, incident management, transit management, freight management, road weather management, toll collection, traveler information, and/or highway operations systems.

The Metropolitan Mobility Network/ITS Group blends these original charges. Members work closely with federal partners in areas such as Active Transportation and Demand Management (ATDM) – a proactive approach to managing and controlling roadway capacity and travel demand using a combination of real-time and predictive operational strategies.

Through the Metropolitan Mobility Network/ITS Group, agencies involved in transportation planning, operations, and maintenance are currently developing a Concept of Operations for a full deployment of traditional and innovative ATDM and ITS solutions within an Integrated Corridor Management framework in the metropolitan region – initially in the Interstate 495 Corridor.

Mid-Hudson South Mobility Advisory Forum

The Mid-Hudson South Mobility Advisory Forum (MAF) serves as an advisory group to NYMTC's Mid-Hudson South Transportation Coordinating Committee in the lower Hudson Valley. Created in the early 1990s, the MAF offers guidance and input regarding transportation-related projects and programs, and provides a regional forum for proactive public outreach and input. With the inclusion of the adjacent South Western Region Metropolitan Planning Organization in Connecticut as an advisory member of the

MHSTCC, the MAF is a bi-state forum that seeks to improve communication and transportation planning across borders.

Long Island Sound Ferry Coalition

This unique working group existed from the late 1990s to the mid-2000s to study and coordinate the waterborne transportation possibilities and opportunities of the region adjoining Long Island Sound and its tributaries – including Queens, Suffolk and Nassau counties on Long Island, the Bronx and Westchester County, and coastal Connecticut and Rhode Island. Specifically, the Coalition worked to determine and coordinate options for using the Long Island Sound more effectively to move people and goods to relieve pressure on the region’s highways. Overlaid on top of the congestion issue was exploring the issue of transportation system redundancy. The Coalition’s goals were to explore and plan for the potential of expanded use of the Sound and its tributaries for waterborne passenger and freight transportation; and to identify a regional program of feasible, beneficial and sustainable marine transportation improvements and services that reduce the region’s reliance on highways and provide system redundancy. In this process, the participating MPOs, their members and the three states pooled resources to develop the Long Island Sound Waterborne Transportation Plan.

The Coalition was comprised of the staffs and members of MPOs throughout the Long Island Sound area, transportation providers, freight operators, local governments and state agencies, and the State of Rhode Island.

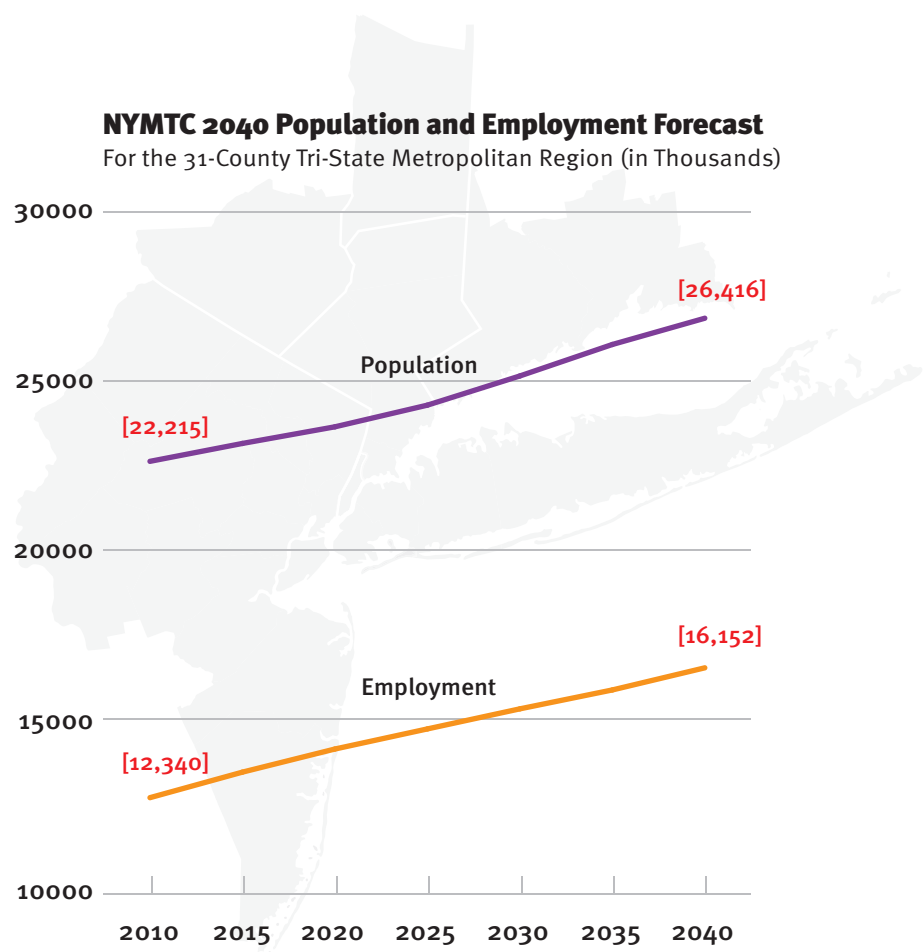
Technical Collaboration

Technical collaboration across MPO and state boundaries is essential for effective planning for the massive and growing travel shed within and throughout the three-state region. To improve coordination,

designated or ad hoc Advisory Working Groups or Technical Advisory Committees have been and continue to be formed for specific projects or programs funded through each of the partner MPO work programs. Examples of these partnerships include:

Forecasting Working Group

Socio-economic and demographic forecasts are essential for long-range transportation planning. These forecasts – population, employment, labor force and households – are estimated with the input of

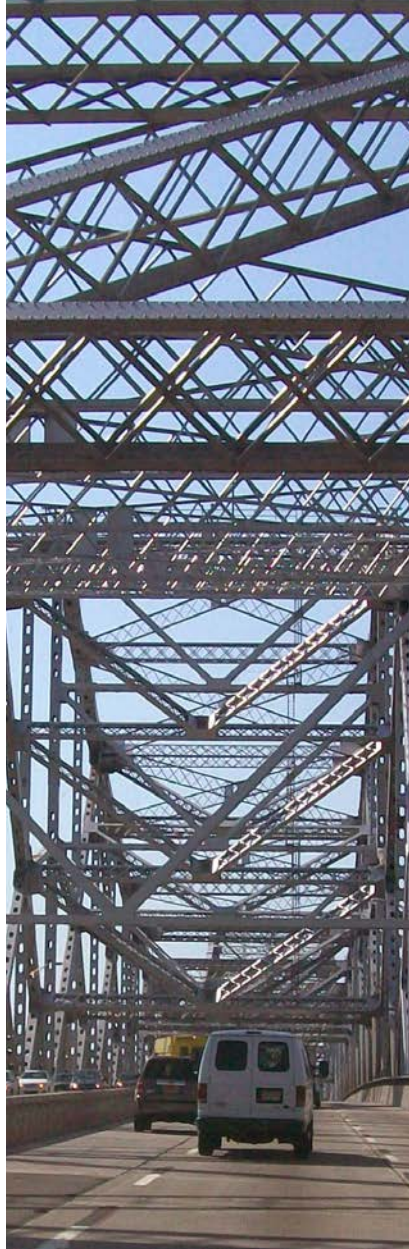


stakeholders over a 31-county tri-state area, providing necessary data inputs to the various simulation models used by NYMTC and its sister MPOs to forecast travel, congestion and mobile source air pollutant emissions in the immediate and long-term. The models are essential tools in the development of the federally-mandated planning products and analyses. Having a rigorous protocol for forecasting future conditions in the region is critical to the entire planning process.

NYMTC convened the Forecasting Working Group in the mid-1980s to bring together professionals from among the members of relevant MPOs and external agencies and entities to examine the forecasts and methodologies of these organizations and, by doing so, to develop consensus around regional forecasts for use in metropolitan transportation planning. Coming to consensus over methodology and consistency of forecasts across MPO and state boundaries has been a critical aspect of this group's charge.

Fine Particulate Matter Non-Attainment Area Working Group

Under the Clean Air Act Amendments of 1990, the U.S. Environmental Protection Agency (EPA) is required to issue designations after the agency sets a new National Ambient Air Quality Standard or revises an existing standard. EPA formally designates areas



as “nonattainment” (meaning not meeting the standard), “unclassifiable/attainment” (meeting the standard or expected to be meeting the standard despite a lack of monitoring data), or “unclassifiable” (insufficient data to classify). Once nonattainment designations take effect, the state and local governments have three years to develop implementation plans outlining how areas will attain and maintain the standards by reducing air pollutant emissions contributing to fine particle concentrations.

NYMTC's planning area is part of a large non-attainment area designated for fine particulate matter, stretching southward through the State of New Jersey toward the Philadelphia metropolitan area, as well as north of NYMTC's planning boundaries in New York State. Developing a coordinated approach to regional emissions analyses in this large area initially required bringing together three states, three MPOs in New York State, two in New Jersey, the MPO for the bi-state New Jersey/Philadelphia region and five Connecticut MPOs. Once the EPA approved Connecticut's air quality plan for particulate matter, the Connecticut Department of Transportation and MPOs no longer needed to coordinate and left the group. New York and New Jersey and the remaining MPOs formed a technical working group for this purpose throughout the latter half of the 2000s, whose ongoing work helps to maintain access to federal transportation funding by verifying progress toward improved air quality.

Regional Household Travel Survey

Data on the characteristics of the region's travelers are critical inputs for the technical tools – including NYMTC's activity-based transportation demand model – used by MPOs to forecast future transportation demands. The 2010/2011 Regional Household Travel Survey (RHTS) was conducted to obtain new household

travel data for these models and technical tools; the previous Household Travel Survey was conducted in 1997/1998. Beginning in the fall of 2010, travel data was collected from a large sample of households from across 28-counties in New York, New Jersey and Connecticut. The survey acquired key data on household travel characteristics for use in planning future transportation investments.

NYMTC and NJTPA co-sponsored the RHTS, with support from the Orange County Transportation Council, the Poughkeepsie-Dutchess Transportation Council, the Housatonic Valley Council of Elected Officials, the Greater Bridgeport/Valley Metropolitan Planning Organization, and the South Western Region Metropolitan Planning Organization. In addition to supporting technical tools, the RHTS provides a wealth of information that can be used to inform other planning analyses across the region.

Planning Collaboration

Activities involving studies, ad hoc planning groups and external organizations have also expanded NYMTC’s planning partnerships on issues of regional and even megaregional importance.

New partnerships with local governments in suburban areas, and with community boards and civic organizations in New York City, have been



formed for planning studies both within and extending outside of NYMTC's borders. Examples include sustainable development studies undertaken in critical areas throughout the region, which sought to facilitate a more proactive approach to linking land use, community design and

reaching its conclusion in northern Manhattan, the Bronx and the City of Yonkers.

Ad-hoc planning groups have been formed around critical planning topics such as pedestrian/bicycle transportation, safety, demand management integration and managed use lanes. Although

toll authorities, and related organizations along the eastern seaboard. The Coalition provides a megaregional forum for key decision- and policy-makers to address transportation management and operations issues of common interest along the 1,900-plus mile roadway that runs from Florida to Maine.

Additionally, the Federal Railroad Administration launched the Northeast Corridor (NEC) Future Study in 2012 to help grow and improve intercity and commuter rail travel along the corridor's spine, at the same time accommodating growth in rail freight, from Boston to Washington D.C., and anchored by New York Penn Station. Ultimately, the study seeks to develop the necessary framework and environmental review to enhance and expand passenger travel along the 475-mile line, while balancing competing capacity demands.



transportation planning in the region. While each study presented its own specific challenges and opportunities, all were characterized by extensive public involvement and consensus building, as well as the direct involvement of local municipal officials. The transportation investment study performed in southern Brooklyn during the 1990s featured partnerships with community boards and organizations throughout the study area, as has the Hudson River Valley Greenway Link Study, currently

less formal, these groups have often brought together interests from across state and MPO boundaries around their topics of interest.

Given that the New York-New Jersey-Connecticut metropolitan area is a component of the Northeast Megaregion, broad partnerships throughout this larger area have developed over time, often through participation with external organizations. Examples include the I-95 Corridor Coalition, an alliance of transportation agencies,

Emerging Partnerships

In recent years, NYMTC has in some cases formalized planning partnerships through MOUs, while in other instances less formal – yet equally important – partnerships have been developed with other MPOs, state and federal agencies and local governments to further the reach and breadth of regional and multi-state transportation planning and

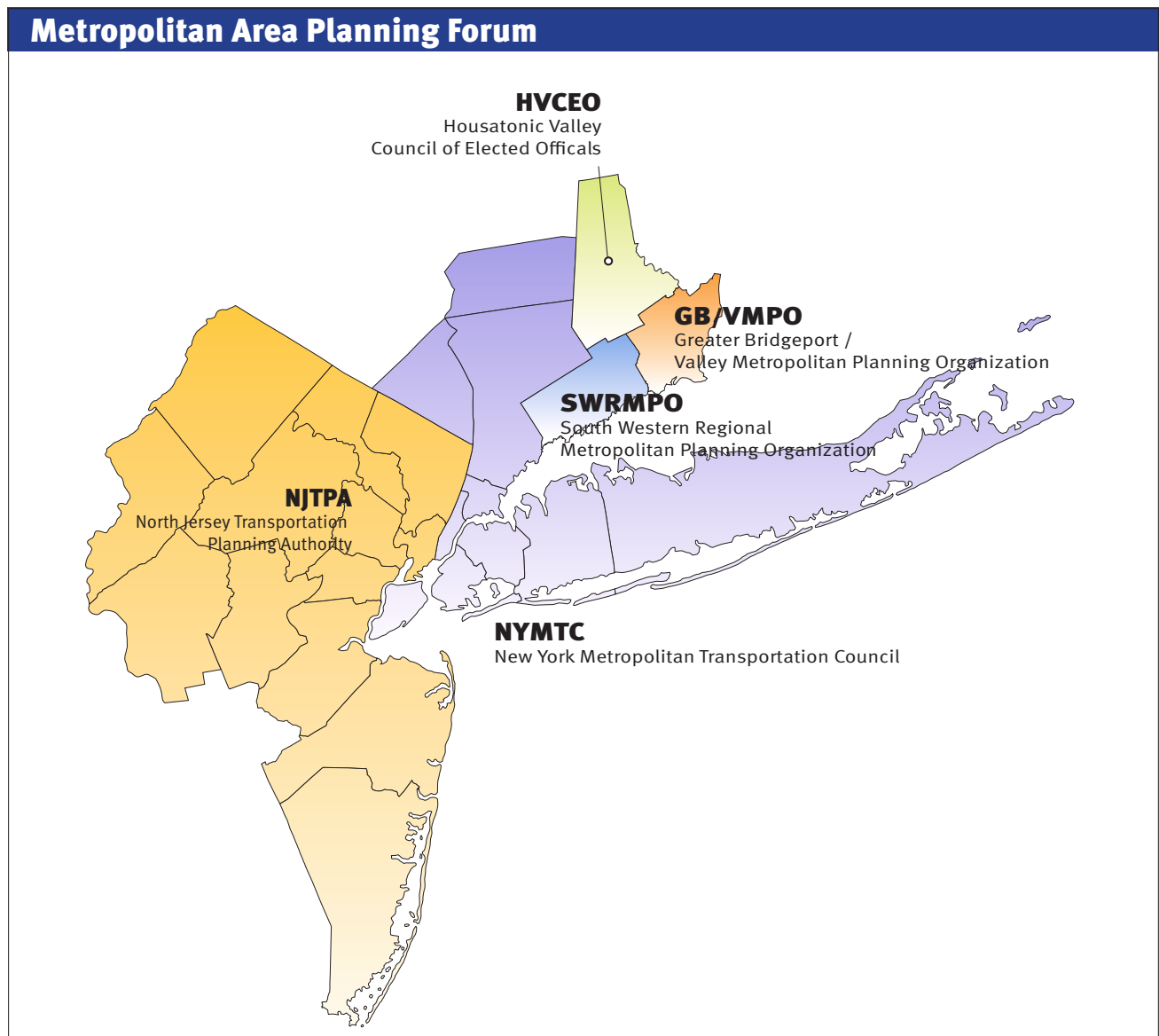
to address emerging resiliency and sustainability issues and concerns. Some of these efforts are funded by grants from the federal government and seek to bring together affected organizations around specific issues that can best be addressed comprehensively through multi-state partnerships. These emerging partnerships include:

The Metropolitan Area Planning (MAP) Forum

As noted earlier, in January 2008, NYMTC and four other area MPOs – NJTPA; HVCEO; SWRMPO; and the GB/VMPO – entered into an MOU establishing the Metropolitan Area Planning (MAP) Forum. The Forum provides a more formal level of coordination among the MPOs in the production of required planning products and analyses; the coordination of specific studies and

projects in boundary areas between MPOs; and the maintenance of the data and technical tools needed to carry out these responsibilities.

The MOU acknowledges that portions of the three-state metro region are characterized by socio-economic and environmental interdependence, as evidenced through shared ecosystems, interconnected transportation systems and inter-related patterns of employment and population.



Given this interdependence, the overall goal of the MAP Forum is to ensure that the products of each respective MPO's transportation planning process take into account the impacts of the plans and programs developed by the other MPOs to help avoid duplication of effort, reflect consistency of approaches where possible, and ensure the consideration of the interests of all five MPOs.

that has become known as Together North Jersey.

The New York-Connecticut Consortium is comprised of NYMTC and three MPOs in coastal Connecticut, the Long Island Regional Planning Council, Nassau and Suffolk counties, nine cities in the lower Hudson Valley and Connecticut, and the Regional Plan Association. The grant program is the result of the federal

growth centers around existing and planned transit to enhance affordable housing efforts, reduce congestion, improve the environment and continue to develop economic opportunities.

Over the past three-and-a-half years, the members of the Consortium have undertaken sixteen planning initiatives throughout the region, including a climate resilience strategic planning study. The HUD grant-funded planning program is due to wrap up in 2014, but the work of the Consortium members across state lines will likely continue in some form – and in concert with the New Jersey consortium – in recognition of the ongoing need for regional sustainability planning.



New York-Connecticut Sustainable Communities Consortium and Together North Jersey

In October of 2010, the U. S. Department of Housing and Urban Development (HUD) awarded a \$3.5 million Sustainable Communities Regional Planning Grant to the New York-Connecticut Sustainable Communities Consortium. The following year, HUD awarded a similar grant to a consortium in New Jersey for a planning program

Partnership for Sustainable Communities between HUD, the U.S. Department of Transportation and the U.S. Environmental Protection Agency, which was formed to help communities across the country create more housing choices, make transportation more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. The Consortium's charge is to further develop livable communities and

New York-New Jersey-Connecticut Hurricane Sandy Follow-up and Transportation Vulnerability Assessment and Adaptation Analysis Project

Employing a grant from the Federal Highway Administration (FHWA), representatives from the state transportation departments in New York, New Jersey and Connecticut have joined with four MPOs in the three states – NYMTC; North Jersey Transportation Planning Authority; South Western Region Metropolitan Planning Organization; and Greater Bridgeport/Valley Metropolitan Planning Organization – and FHWA, to begin a region-wide vulnerability assessment

and adaptation analysis for the tri-state area. Federal Highway Administrator Victor Mendez first announced the grant award at NYMTC's 2013 Annual Meeting

The goal of the project is to examine the effects on the transportation system from Hurricanes Sandy and Irene, and Tropical Storm Lee, and identify strategies to help protect transportation assets from the impacts of extreme weather and climate change.

To-date, the project team has selected ten transportation facilities for engineering assessment: Port Authority of New York and New Jersey's Port Jersey South, Bayonne, NJ; MTA Metro-North Railroad, New Haven Line, Pelham, NY; Yellow Mill Channel Bridge, over Route 130, Bridgeport, Conn.; NJ 37 East Bound Barnegat Bay Bridge, Toms River/Seaside Heights, NJ; Loop Parkway Bridge over Long Creek, Town of Hempstead, NY; Hugh Carey Tunnel (Brooklyn Battery Tunnel), MTA Bridges and Tunnels, NY; Route 7, Kearney NJ; Austin Blvd. / Long Beach Road Corridor, Town of Hempstead, NY; Bergen Ave., West Babylon NY; and Saw Mill River Parkway, Dobbs Ferry, NY.

This work will help create a stronger region supported by more resilient transportation assets that are critical to ensuring recovery and sustainability in the wake of future weather events, and the potential impacts of climate change.



part-ner-ship

/'pärtnrə SHIP/

noun

noun: **partnership**

1. the state of being a partner or partners.
"we should go on working together in partnership"



Outcomes and Achievements

Since NYMTC's formation in 1982, there has been a long and noteworthy series of efforts to maintain assorted aspects of the regional planning relationship that was embodied in the original Tri-State Regional Planning Commission. Given the effort that has been expended over the past three decades in pursuit of regional collaboration and, more recently, resiliency, it is logical to consider what these efforts have achieved.

At their broadest level, these partnerships have improved the effectiveness of the transportation planning process undertaken through the three-state metropolitan area's MPOs generally, as well as specifically through individual initiatives. The partnerships have established a more coordinated analytical framework for assessing and forecasting the metro region's complex transportation demands. They have improved the integration of planning for needs that cross jurisdictional boundaries and direction of resources to address those needs, while at the same time taking steps toward developing sustainable solutions to some of the region's important transportation problems. They have resulted in new steps toward the reintegration of transportation and land use planning within a three-state region where land use decisions are

the purview of a myriad of local municipalities. In response to new challenges presented by climate, air quality and development issues, partnerships are emerging – and expanding – in areas such as sustainability and resiliency planning.

Although planning partnerships do not replicate precisely the formal regional planning framework provided by the Tri-State Commission, they have carried forward significant and critical parts of its legacy to the benefit of the three-states' metropolitan planning organizations and the large multi-state area they serve.

The Future of Planning Partnerships

It has become increasingly clear that for the New York-New Jersey-Connecticut region to accommodate expected growth and address important economic and environmental concerns, it is critical that MPOs, state and local agencies, local municipalities and other stakeholders and transportation providers continue to work together to ensure the operation, maintenance, resiliency and strategic expansion of the transportation network for the entire region.

The significant but insufficient level of federal transportation money that comes into the region – to the metro area as a whole – supports the continuing operation of the vital transportation network. Increasing capacity, reducing

congestion, improving resiliency and making a more sustainable and safer regional transportation network all will contribute to supporting the region's future growth and economy. However, achieving these goals cannot be addressed by one MPO or one state, but rather requires the ongoing collaborative efforts of all entities that control or operate aspects of the vast network.

This being the case, planning partnerships will continue to develop around specific issues, in response to new needs and through both formal and informal agreements. The goals of these inter-regional planning partnerships are improving seamless mobility across the three-state metro area; effectively addressing changing trends at and beyond the regional level; better communication and coordination on cross jurisdictional issues; and more and better opportunities to pursue regionally significant investments.

Whatever the structure or funding source, and regardless of the issue area or theme, planning partnerships in the New York-New Jersey-Connecticut metropolitan area will – and must – continue to focus on the overarching goal of ensuring that the core of the Northeast Megaregion remains strong and competitive by maintaining and sustaining a transportation system that supports the region's resiliency, economy, environment and quality of life.

NYMTC Council Members

Voting Members

Joan McDonald

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Commissioner
New York State Department of Transportation

Robert P. Astorino

NYMTC co-chair and
Westchester County Executive

Polly Trottenberg

Commissioner
New York City Department of Transportation

Carl Weisbrod

Chair
New York City Planning Commission

Thomas Prendergast

Chairman and CEO
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