



PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #520

**AMENDMENTS TO THE FEDERAL FISCAL YEARS (FFYs) 2018-2045 REGIONAL TRANSPORTATION PLAN
TO REVISE THE NASSAU HUB TRANSIT INITIATIVE**

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island, and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.324, NYMTC is responsible for the development of a Regional Transportation Plan for its planning area; and

WHEREAS, NYMTC's current FFYs 2018-2045 Plan, entitled *Maintaining the Vision for a Sustainable Region*, and hereinafter referred to as *Plan 2045*, was adopted by the Council on June 29, 2017, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS, per federal regulations, *Plan 2045* includes both a fiscally constrained element and a vision element; and

WHEREAS, the fiscally constrained element includes all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation; and

WHEREAS, the Nassau Hub Transit Initiative is included in *Plan 2045* as a major metropolitan transportation investment; and

WHEREAS, revisions to the project are reflected in Attachment 1 of this resolution; and

WHEREAS, the project cost estimates, and schedule have been revised and consequently, Table 7.2 of *Plan 2045* requires adjustment as shown in Attachment 2 of this resolution.

NOW, THEREFORE, BE IT RESOLVED, that PFAC amends *Plan 2045* to reflect the changes to the Nassau Hub Transit Initiative major metropolitan transportation investment project as described above and reflected in Attachments 1 and 2 of this resolution.

This resolution shall take effect on the eighteenth day of March, two thousand and twenty-one.

ADOPTED: _____

NASSAU COUNTY

Project Name: Nassau Hub Transit Initiative

Sponsoring Agency: Nassau County

Purpose & Need

Nassau County has determined that a number of key, pervasive transportation and related problems exist within the Study Area. These problems stem from current and projected roadway congestion; the lack of frequent, direct, and convenient transit service; and large-lot, dispersed development patterns that encourage auto trips and contribute to environmental degradation. These problems limit the County's ability to grow, capitalize on economic development opportunities, and preserve the high-quality suburban lifestyle that residents and businesses have come to expect. Nassau County has completed an Alternatives Analysis (AA) to address transportation problems in the area known as the Nassau Hub. The AA comprises the first phase of the Nassau Hub Study, the purpose of which is to define new transportation options and identify land use strategies that will help promote economic development, create jobs in the Study Area, and improve access and mobility; this, in turn, will enhance the quality of life for all Nassau County residents. The AA examined opportunities for introducing realistic and practical transit improvements within the Hub Study Area and was conducted in cooperation with the Federal Transit Administration (FTA) and in accordance with FTA requirements. The purpose of the AA is to select a Locally Preferred Alternative (LPA). This AA Report documents the technical studies and public and agency involvement comprising the AA process and recommends the LPA.

Since the 2014 AA, the County has advanced plans for redevelopment at the Nassau Hub Innovation District, a 72-acre site that will be transformed into a vibrant, walkable, mixed-use downtown. Additional new housing and business developments within the Nassau Hub area, the enhancement of Long Island Railroad (LIRR) train service along the Main Line, and the shift in attitude towards alternative modes of transportation provide new connectivity opportunities.

Project Description:

Nassau County completed an Alternatives Analysis (AA) in 2014 that identified a Locally Preferred Alternative (LPA) for a transit alignment using a Modern Streetcar in mid-Nassau connecting the Villages of Hempstead and Mineola via Roosevelt Field, to help address transportation problems in the area known as the Nassau Hub. The full LPA would consist of a route approximately 6.5 miles long, serving about 14 stations in its roughly 28-minute run from Hempstead to Mineola via Roosevelt Field. The LPA was also seen as the option that would best satisfy study goals and objectives by bringing a new transit link to Central Nassau that would help maximize the economic potential of the Hub.

However, recognizing existing financial constraints to construct the full LPA, an Initial Operating Segment (IOS) has been defined as a financially feasible *first phase of the LPA for near-term implementation*. This IOS would operate using a battery-electric-powered bus rapid transit (BRT) service to connect the Village of Hempstead with Roosevelt Field as the first phase. The Nassau Hub BRT IOS would create a new premium bus service linking key destinations in central Nassau County to the Nassau Hub Innovation District. The IOS was also seen as having independent utility vis-à-vis the full LPA. The Project route would be 4 miles in length and contain roughly nine BRT stations. The Nassau Hub BRT IOS' southern terminus would be at the Rosa Parks-Hempstead Transit Center located in the Village of Hempstead. The Rosa Parks-Hempstead Transit Center is an intermodal facility, offering convenient and extensive transfers among the local Nassau Inter County Express (NICE) Bus routes and to/from Long Island Railroad (LIRR) commuter rail service. The next phase of this study is to update the alignment alternatives connecting the Nassau Hub Innovation District to the LIRR's Main Line. This connection will take advantage of new centers of transit-oriented development in the area (Mineola, Westbury, Hicksville) and enhance commuter rail services resulting from the completion of the LIRR Expansion Project.

Alternatives Considered

Initially, multiple routes and modes were considered for the new transit service, ranging from jitneys, conventional buses and other more traditional bus options to commuter rail and other fixed guideway options to modern streetcars and bus rapid transit (BRT)/premium bus vehicles. All systems considered were intended to accommodate higher capacity, improve speed, provide greater passenger convenience, and comfort, and improve reliability and predictability of service.

EJ-Environmental-Historic Preservation Implications

An analysis of New York State Department of Environmental Conservation (NYSDEC) Potential Environmental Justice Areas (PEJAs) and auto-ownership data was performed to map areas of potential Environmental Justice (EJ) concern. As of 2017, two PEJAs consist of U.S. Census block groups of 250 to 500 households each that have populations that meet or exceed statistical thresholds related to minority population and household income. While auto availability is not universally identified as a measure of potential lower-income status, in suburban areas that are typically more auto-dependent than are areas such as Manhattan, lack of access to an automobile is also considered a reliable indicator of economic status, particularly when viewed in terms of other demographic data. Throughout the Study Area, the percentage of residences without access to an automobile (“zero-auto households”) ranges from a low of zero to a high of 25 percent of residences per Census tract. Portions of the Study Area within the Village of Garden City, portions of the Village of Mineola, and portions of the Town of North Hempstead were found to have low percentages of zero-auto households, ranging from 0 percent to 2 percent. Conversely, between 16 percent and 25 percent of households within the tracts constituting the PEJA area in the Village of Hempstead were zero-auto households. Approximately 7 percent of households within the Uniondale portion of the PEJA were also zero-auto households.

Other Information

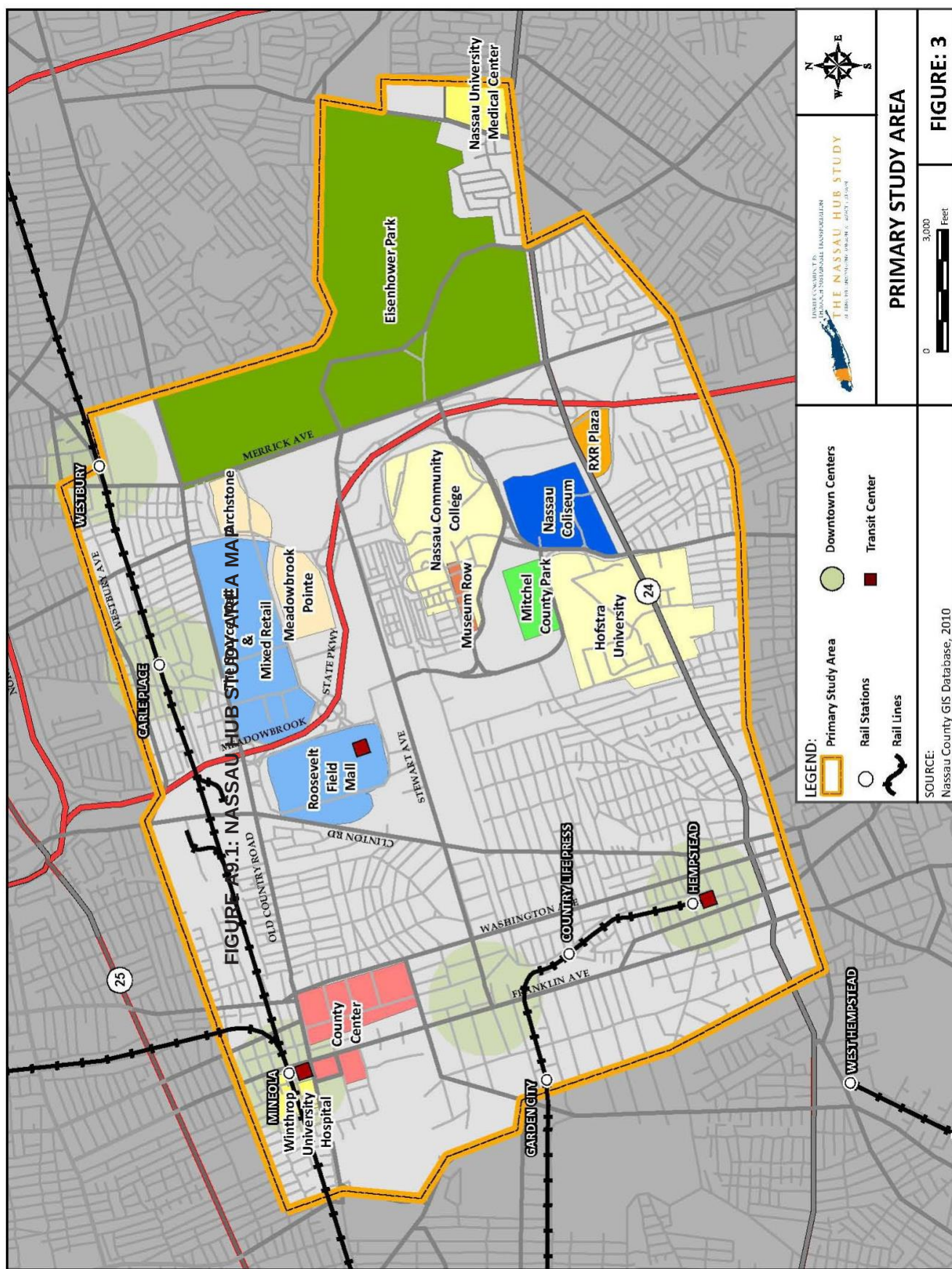
The Nassau Hub Transit Initiative will support the County's ongoing efforts to redevelop the Nassau Hub area. A new development plan by RXR Realty will transform the Hub into a new live-work-play innovation district in the heart of Nassau County. The \$1.5 billion plan will comprise of office uses with a focus on life sciences and R&D, innovative housing options, engaging entertainment and retail complementary to the Coliseum, open green spaces, walkable streets with multi-modal connectivity and public amenities. The development will attract new economic activity to the surrounding areas, create new high-paying jobs for people of varying skill levels, provide best-in-class entertainment and retail options, and help attract and retain Long Island's young and empty-nesters. Construction on the project will occur in phases, with a groundbreaking targeted for 2021.

Total Projected Capital Cost for Full LPA (\$ million): \$400.0 million

Projected Completion for Full LPA: 2035

Total Projected Capital Cost for IOS (\$ million): \$95 million— CMAQ, Local, Sec. 5309 (Small Starts)

Projected Completion for IOS: 2027



Attachment 2 -- Financial Summary of System Enhancement Projects in the Fiscally Constrained-TIP & Plan											
No.	Plan ID#/PIN #	Category/Item	Funding category	TIP	PLAN						Total \$\$
				2018-2021	2022	2023-2027	2028-2032	2033-2037	2038-2042	2043-2045	programmed (in billions)
Minor Projects (from TIP & Plan)											
FFYs 2017-21 TIP			Formula federal	\$ 0.614							\$ 0.614
			Project-specific: federal	\$ 0.026							\$ 0.026
			Project-specific: state/local	\$ 0.166							\$ 0.166
FFYs 2018-2045 Plan			Formula federal	\$ 0.080	\$ -	\$ 0.167	\$ 0.088	\$ -	\$ -	\$ -	\$ 0.335
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 0.034	\$ 0.014	\$ 0.119	\$ 0.022	\$ -	\$ -	\$ -	\$ 0.189
Major Projects (Itemized)											
1	PIN: G609/01/AA 09; PLAN ID: NYCMB2411C	MTA LIRR East Side Access Project	Formula federal								\$ -
			Project-specific: federal	\$ 0.262							\$ 0.262
			Project-specific: state/local	\$ 2.158							\$ 2.158
2	PLAN ID: NYCM2014C	James A. Farley Building Redevelopment, Moynihan Station Phase 2	Formula federal	\$ 0.022							\$ 0.022
			Project-specific: federal	\$ 0.040							\$ 0.040
			Project-specific: state/local	\$ 1.533							\$ 1.533
3	PIN: L703/04/WX PLAN ID: NSMC795C	MTA LIRR Ronkonkoma Branch 2nd Track	Formula federal	\$ 0.049							\$ 0.049
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 0.123							\$ 0.123
4	PIN: X09629, PLAN ID: NYCMC1785C	Bayonne Bridge Clearance Project	Formula federal								\$ -
			Project-specific: federal								
			Project-specific: state/local	\$ 0.380							\$ 0.380
5	PLAN ID: NSSC650C	NY Route 347 Safety, Mobility and Environmental Improvements	Formula federal	\$ 0.083				\$ 0.286			\$ 0.369
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 0.059				\$ 0.025			\$ 0.085
6	PLAN ID: NYCM2663C	MTA NYCT Second Avenue Subway Phase 2	Formula federal								\$ -
			Project-specific: federal	\$ 0.500			\$ 0.935				\$ 1.435
			Project-specific: state/local	\$ 0.340			\$ 2.183				\$ 2.523
7	PLAN ID: NYCM2664C	MTA NYCT Second Avenue Subway Phase 3-4	Formula federal								\$ -
			Project-specific: federal				\$ 1.336	\$ 1.252	\$ 2.405	\$ 1.583	\$ 6.576
			Project-specific: state/local				\$ 1.336	\$ 1.252	\$ 2.405	\$ 1.583	\$ 6.576
8	PIN: X05160; PLAN ID: NYCQ98C	Kew Gardens Interchange Phase 3 – Contract 4 : Reconstruction of Parkways	Formula federal	\$ 0.003							\$ 0.003
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 0.324							\$ 0.324
9	PLAN IDs: MHSDM708C, NYCDM2304C, NSDM2305C	Transportation Systems Operations & Management Programs	Formula federal	\$ 0.429	\$ 0.113	\$ 0.598	\$ 0.660	\$ 0.729	\$ 0.805	\$ 0.522	\$ 3.855
			Project-specific: federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Project-specific: state/local	\$ 0.107	\$ 0.028	\$ 0.149	\$ 0.165	\$ 0.182	\$ 0.201	\$ 0.131	\$ 0.964
10	PLAN ID: NYCBK2350C	Canarsie Power Improvement Project	Formula federal								\$ -
			Project-specific: federal								
			Project-specific: state/local	\$ 0.300							\$ 0.300
11	PIN: X77338 PLAN ID: NYCQ2361C	Great Streets Vision Zero – Queens Boulevard	Formula federal								\$ -
			Project-specific: federal								
			Project-specific: state/local	\$ 0.037		\$ 0.064					\$ 0.101
12	PIN: 082498; PLAN ID: NSNC1787C	Nassau Hub Transit Initiative	Formula federal								\$ -
			Project-specific: federal			\$ 0.016		\$ 0.164			\$ 0.180
			Project-specific: state/local			\$ 0.079		\$ 0.141			\$ 0.220
13	PLAN ID: MHSMC767C	Penn Station Access on the New Haven Line via Amtrak’s Hell Gate Line	Formula federal								\$ -
			Project-specific: federal								\$ -
			Project-specific: state/local			\$ 0.695					\$ 0.695
14	PLAN ID: NSMC800C	LIRR Expansion Project (Floral Park-Hicksville)	Formula federal								\$ -
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 2.000							\$ 2.000
15	PLAN ID: NSSC2689C	Nicolls Road Multimodal Corridor	Formula federal	\$ 0.052							\$ 0.052
			Project-specific: federal	\$ 0.001	\$ 0.053						\$ 0.054
			Project-specific: state/local	\$ 0.015	\$ 0.053						\$ 0.068
16	PIN: L703/04/WU; PLAN ID: NSMC1778C	Jamaica Capacity Improvements	Formula federal	\$ 0.094							\$ 0.094
			Project-specific: federal								\$ -
			Project-specific: state/local	\$ 0.106							\$ 0.106
17	PLAN ID: NYCMC2714C	Hudson Tunnel Project (Hudson Tunnel, Rehabilitation of the Existing North River Tunnel & Hudson Yards Concrete Casing – Section 3 Projects)	Formula federal								\$ -
			Project-specific: federal	\$3.085	\$0.975	\$1.639	\$0.651				\$ 6.350
			Project-specific: state/local	\$3.085	\$0.975	\$1.639	\$0.651				\$ 6.350
18	PLAN ID: NYCQ2707C	Van Wyck Expressway (Interstate 678) capacity and Access Improvement to JFK Airport	Formula federal								\$ -
			Project-specific: federal								\$ -
			Project-specific: state/local			\$ 1.220					\$ 1.220
19	PLAN ID: NYCBX2162C	Hunts Point Interstate Access Improvement	Formula federal								\$ -
			Project-specific: federal			\$ 0.270					\$ 0.270
			Project-specific: state/local			\$ 1.430					\$ 1.430
20	PLAN ID: NYCQ388C	LaGuardia Airport Access Improvement Project	Formula federal								
			Project-specific: federal								\$ -
			Project-specific: state/local			\$ 1.500					\$ 1.500
21	PLAN ID: NYCQ386C	Woodhaven Blvd SBS - Capital Improvements	Formula federal								
			Project-specific: federal								
			Project-specific: state/local	\$ 0.236							\$ 0.236
Subtotals			Formula federal	\$ 1.427	\$ 0.113	\$ 0.765	\$ 0.748	\$ 1.014	\$ 0.805	\$ 0.522	\$ 5.394
			Project-specific: federal	\$ 3.914	\$ 1.028	\$ 1.925	\$ 2.922	\$ 1.416	\$ 2.405	\$ 1.583	\$ 15.193
			Project-specific: state/local	\$ 11.004	\$ 1.070	\$ 6.895	\$ 4.357	\$ 1.601	\$ 2.606	\$ 1.714	\$ 29.247
			TOTALS	\$ 16.346	\$ 2.211	\$ 9.584	\$ 8.027	\$ 4.031	\$ 5.816	\$ 3.819	\$ 49.833
			PROJECTED REVENUES	\$ 16.346	\$ 2.211	\$ 9.584	\$ 8.027	\$ 4.031	\$ 5.816	\$ 3.819	\$ 49.833