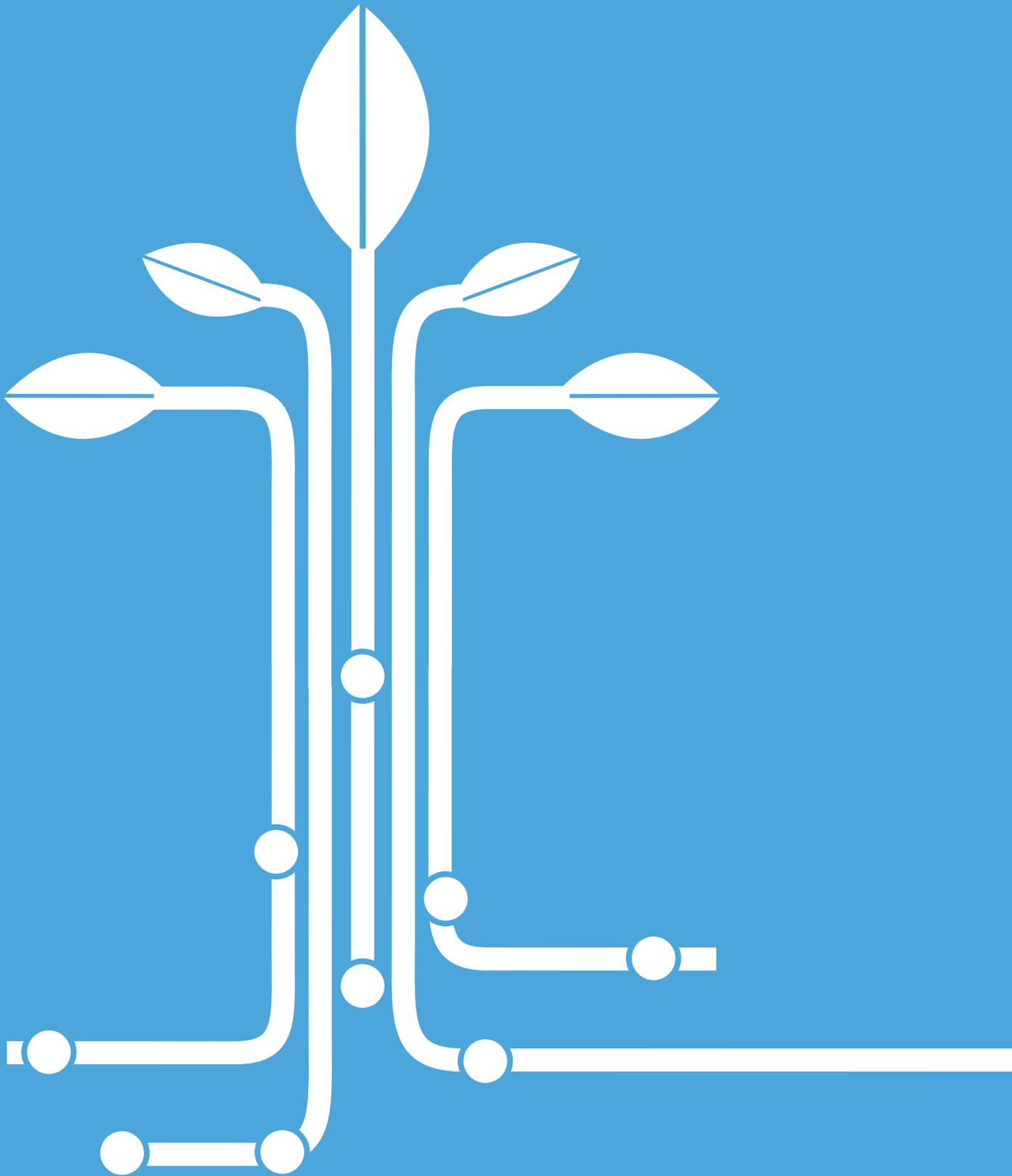




**The Interim Report of the  
Blue Ribbon Commission on  
Sustainability and the MTA**



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## The Blue Ribbon Commission on Sustainability and the MTA

The Commission is charged with developing a master plan for the Metropolitan Transportation Authority's sustainability goals, initiatives, and practices. The Commissioners, along with other outside experts and MTA agency liaisons, formed five working groups to focus on five key areas of sustainability. The Commission's mission is to expand the MTA's contributions to regional and national sustainability, while reducing and managing the MTA's energy consumption, carbon emissions, waste, water use, and other elements of the MTA's ecological footprint.

### Commission Chair

**Jonathan F.P. Rose, president, Jonathan Rose Companies LLC**

A planner and developer of green and affordable housing and leading innovator of smart-growth initiatives, Jonathan F.P. Rose has been recognized with numerous awards, including the ULI Award of Excellence, a green buildings award from the AIA, and the National Preservation Honor Award.

### Commissioners

Rohit T. Aggarwala, director, New York City Office of Long Term Planning and Sustainability

Julie Belaga, co-chair, Connecticut League of Conservation

Marcia Bystryn, executive director, The New York League of Conservation Voters

Peter A. Cannito, president, MTA Metro-North Railroad

Cecil Corbin-Mark, director of programs, WE ACT for Environmental Justice

Robert F. Fox, Jr., Cook+Fox Architects

Anna-Marie Francello, executive director and CPA, UBS

Emil H. Frankel, consultant on transportation policy and public management

Ashok Gupta, air and energy program director, Natural Resources Defense Council

Sarah Lansdale, executive director, Sustainable Long Island

Kevin Law, chairman, The Long Island Power Authority

Emily Lloyd, commissioner, New York City Department of Environmental Protection

Thomas Maher, director of environmental coordination for Nassau County

Alex Matthiessen, Hudson Riverkeeper and president

Susan Metzger, MTA Board

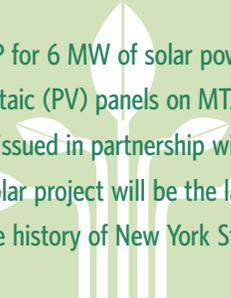
Janette Sadik-Khan, commissioner, New York City Department of Transportation

Joseph J. Smith, senior vice president, Department of Buses, MTA New York City Transit

Ned Sullivan, president, Scenic Hudson

Michael E. White, executive director, Long Island Regional Planning Board

Robert D. Yaro, president, the Regional Plan Association



An RFP for 6 MW of solar power from photovoltaic (PV) panels on MTA facilities will be issued in partnership with NYPA. This solar project will be the largest in the history of New York State.

## Sustainability Working Groups



### Energy/Carbon Group

Energy use, fuel consumption, and emissions.

**Chair: Ashok Gupta, air and energy program director, Natural Resources Defense Council.**

As a program director for the NRDC, Mr. Gupta deals with sustainability issues ranging from global warming to petroleum dependency and electrical utility regulation. He also serves on Mayor Bloomberg's Sustainability Advisory Board and Energy Policy Task Force.



### Facilities Group

Building and facility design, construction, operations, and maintenance.

**Chair: Robert F. Fox, Jr., Cook+Fox Architects.**

One of the country's leading architects, Robert Fox has received many awards for his work in green design and urban planning. His firm is responsible for over 30 major projects in New York, including the Condé Nast Headquarters, which received the National Honor Award and the AIA Excellence in Design Award, and the Bank of America Tower at One Bryant Park, currently on track to become the world's first LEED Platinum high-rise.



### Materials Flow Group

Procurement, waste management, and recycling.

**Co-Chair: Marcia Bystryn, executive director, The New York League of Conservation Voters.**

Before joining the NYLCV, a statewide advocacy organization, Marcia Bystryn oversaw environmental policy at the Port Authority of New York and New Jersey. As Assistant NYC Sanitation Commissioner, she was responsible for the implementation of New York City's recycling program.

**Co-Chair: Michael E. White, executive director, Long Island Regional Planning Board.**

Prior to his appointment, Mr. White was a partner in the firm of Jaspán Schlesinger Hoffman LLP in Garden City, New York. He headed the Environmental Law Practice Group and concentrated his practice in environmental law including the regulation of solid, liquid and hazardous substances and wastes, Federal and State "Superfund," Brownfields, fishery management, NEPA, SEQRA, land use, zoning and all aspects of municipal law.



### Water Management Group

Water resources, management, conservation, and protection.

**Chair: Alex Matthiessen, Hudson Riverkeeper and president.**

Under Mr. Matthiessen's direction, Riverkeeper has doubled its staff and quadrupled its budget, while forming alliances with the Lamont-Doherty Earth Observatory, Columbia University, and other institutions. Previously, Mr. Matthiessen received a Presidential Award for his work on the Green Energy Parks initiative while Special Assistant at the U.S. Department of the Interior under Secretary Bruce Babbitt. He has also served as a Macroeconomic Policy Analyst in Indonesia for the Harvard Institute for International Development.



### Smart Growth/Transit-Oriented Development Group

Expansion planning, transit access, and transit-oriented development.

**Chair: Ned Sullivan, president, Scenic Hudson.**

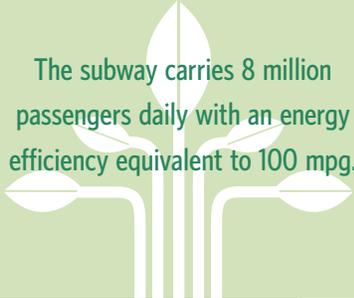
The region's leading advocacy organization for smart-growth policies, Scenic Hudson has created 40 parks encompassing 22,000 acres. Prior to joining the organization, Mr. Sullivan was head of the Maine Department of Environmental Protection, serving on the Governor's Cabinet and managing an agency staff of 400. He has also served as deputy commissioner of the New York State Department of Environmental Conservation and as vice president and managing director at the Bank of Boston.

## WHAT DOES IT MEAN?

### Sustainability

Sustainability is a "word in progress," with both broad usages and technical applications. Its etymology dates from the 1987 U.N. report on the global environment produced by the Brundtland Commission, named after its chair Dr. Gro Harlem Brundtland, former Prime Minister of Norway and president of the World Health Organization. She famously defined "sustainability" as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs." In a nutshell, using resources within natural rates of regeneration and waste absorption. This spawned valuable new metrics like the "ecological footprint" to measure resource consumption. Sustainability also merges environmental and economic paradigms, aiming to make green concepts financially sustainable. This is reflected in the current EPA definition, "that environmental protection does not preclude economic development and that economic development must be ecologically viable now and in the long run." These principles are innate to the MTA's mission of expanding clean, efficient mass transit.

## The Metropolitan Transportation Authority Elliot G. Sander, Executive Director and CEO



The subway carries 8 million passengers daily with an energy efficiency equivalent to 100 mpg.

The MTA is North America's largest transportation network, serving 14.7 million people across a 5,000-square-mile region straddling downstate New York and Southern Connecticut. The MTA is governed by a 17-member board nominated by the Governor of New York and confirmed by the New York State Senate. MTA trains, subways, and buses carry over 8.5 million riders per day; MTA Bridges and Tunnels has over 857,000 daily crossings. The MTA system provides over 2.6 billion customer trips per year.

 New York City Transit

 Bus Company

 Long Island Rail Road

 Metro-North Railroad

 Bridges and Tunnels

 Long Island Bus

 Capital Construction

### MTA Agencies

**MTA New York City Transit** operates a subway system with 26 lines, 468 stations, and 6,485 cars; a bus system with 4,576 buses on 243 routes; and Staten Island Railway, with 22 stations and 64 cars. Ridership is approximately 7 million daily and over 2.3 billion annually.

**MTA Bus**, formed out of 7 private lines in 2006, operates 1,354 buses on 81 local and express routes. Ridership is approximately 368,000 daily and over 109 million annually.

**MTA Long Island Rail Road**, the largest commuter railroad in North America, operates 11 rail lines, with 124 stations and 1,153 cars. Ridership is approximately 289,000 daily and over 82 million annually.

**MTA Metro-North Railroad** includes 5 rail lines, with 120 stations and 1,195 cars. Ridership is approximately 265,000 daily and over 80 million annually.

**MTA Bridges and Tunnels** operates 2 tunnels and 7 bridges. Vehicle crossings are approximately 857,000 daily and over 304 million annually.

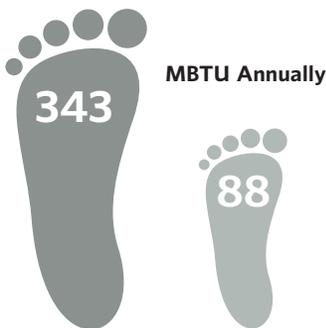
**MTA Long Island Bus** has one of North America's largest all-CNG fleets, operating 330 buses on 54 fixed routes. Ridership is approximately 109,000 daily and over 32 million annually.

**MTA Capital Construction** manages the construction of the MTA's major expansion projects, including East Side Access, Second Avenue Subway, and 7 Line Extension, and the Downtown Mobility Projects, Fulton Street Transit Center and South Ferry Terminal.

## Origin of the Commission

Convened in September 2007 by MTA Executive Director and CEO Elliot G. Sander, the Blue Ribbon Commission on Sustainability and the MTA is developing a sustainability master plan for the MTA and its operating agencies. While the Commission's master plan and final report will be issued at the end of 2008, the Commission has developed a set of interim recommendations, and the MTA agencies are launching a new wave of sustainability projects for Earth Day 2008. These Earth Day recommendations and MTA agency projects are summarized in this Interim Report of the Blue Ribbon Commission on Sustainability and the MTA. The report promotes sustainable growth across the MTA's 5,000 square-mile service area by identifying opportunities to expand transit ridership, while at the same time suggesting ways to reduce the environmental footprint of MTA operations and facilities on a per ride basis.

### HOW MUCH DIFFERENCE DOES TRANSIT MAKE?



Average American

New Yorker

The MTA is already one of the nation's most effective sustainability programs, transporting more than 8 million riders daily with twice the energy efficiency of the most advanced hybrid cars. Thanks largely to the MTA, the BTU consumption and CO<sub>2</sub> output of New Yorkers is a quarter of the national average. If the rest of the country matched New York City's carbon footprint, the nation would have achieved the widely discussed climate-stabilization goal of cutting carbon 80% by 2050 more than 40 years ahead of schedule. By systemizing, improving, and expanding these efficiencies over the long term, the MTA can serve as a national

model and regional platform for sustainable growth in the 21st century. One of the Commission's overarching goals is to ensure that the New York metropolitan region remains globally competitive as regions and nations make the transition to a low-carbon economy.

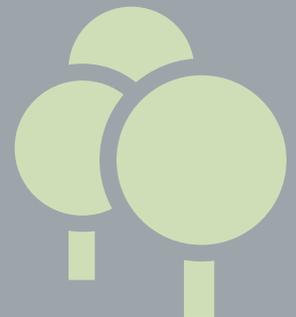
Impending climate change requires new kinds of development in the MTA service area to mitigate and adapt to its anticipated effects. Increased use of clean renewable fuels, conservation of water and energy and strategies for adaptation to rising sea levels and temperatures will position the MTA as a leader in this context.

Working with liaisons from the MTA agencies, the 21-member Commission is developing sustainability benchmarks and goals in five key areas: Energy and Carbon, Facilities, Materials Flow, Water Management, and Smart Growth/Transit-Oriented Development (TOD). This interim report describes more than 20 specific, achievable goals, along with related MTA agency projects. These are in addition to the MTA's many existing environmental programs. The results of the Commission's work will be contained in a final report at the end of 2008.

## HOW DOES IT WORK?

### Green Roofs

In urban areas hungry for green space, rooftops offer acres of possibility. The "green roof" is a simple design idea that serves multiple functions. The design entails sealed roofing, insulation, and a drainage bed, above which sits a blanket of planting medium. Vegetation can range from lovingly tended gardens to low-maintenance desert plants. While beautifying skylines, cooling buildings, and sponging CO<sub>2</sub> out of the air, green roofs also serve a "hidden" function. The drainage bed captures and delays stormwater runoff, helping to prevent the sewer overloads that chronically threaten urban water systems. MTA is pioneering green roof designs at the MTA Bus Company's Far Rockaway Depot and the Queens Midtown Tunnel Service Building Annex, with more on the way.



## HOW DOES IT WORK?

### The Greener Subway Track

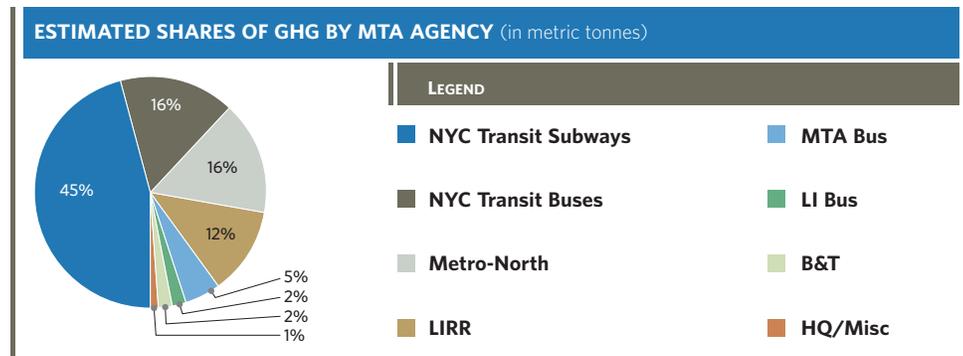
Some energy savers, like compact fluorescent lights (CFLs) in subway tunnels, are no-brainers. Others aren't so obvious, such as the engineering of "humped tracks" on the Second Avenue Subway project. By adjusting track inclines at stations, designers use gravity to reduce the energy trains expend in braking and acceleration, shaving extra kilowatts off each train arrival. Similarly, minute calibrations of the turn radius in tracks can also minimize energy loss in braking. Regenerative braking systems on the MTA's new railcars, has the potential to capture the braking energy as trains enter a station and transfer it to trains departing on the adjacent tracks. In this way, MTA engineers are continually chipping away at NYC Transit's \$221 million annual electrical bill for subway traction.

## Purpose of the Commission

The Commission has a two-fold purpose.

First, the Commission will identify ways to expand the capacity of the region's transit system as a core element in the sustainable growth, economic vitality, and environmental improvement of the entire region.

The second objective is to manage the MTA's ecological footprint, reducing the network's energy consumption, CO<sub>2</sub> emissions, water use, and waste output relative to ridership. Progress is well underway. An ongoing program of energy audits is already reducing the MTA's energy consumption by 72,000 megawatt hours per year, avoiding some 37,000 metric tonnes of CO<sub>2</sub> emissions annually. Green roof designs, rainwater harvesting, regenerative braking for rail cars, and a Request for Proposals for 6 megawatts of solar energy from photovoltaic (PV) panels are a few of the MTA initiatives described in this interim report.



100% = 2.8 million metric tonnes of greenhouse gases (GHG) in 2006.

## Turning the Recommendations into Quantifiable Gains

The Commission's five Sustainability Working Groups have prepared interim recommendations and the MTA agencies are undertaking a new round of related projects. This collaboration between the Commission and the agencies entails the development of uniform metrics and criteria that can be applied across all agencies to evaluate new and existing green policies. As a start, the MTA has prepared a chart of energy and carbon footprints for the MTA agencies and is working to designate a benchmark year, based on the best available agency data, from which future comparisons can be made.

MTA Capital Construction  
already recycles 85 percent of  
construction site debris.

## SOME SALIENT EARTH DAY GOALS FOR THE MTA

Selected from the Commission Interim Recommendations

Create a partnership between the MTA and the state agencies in the Governor's Smart Growth Cabinet to promote Transit-Oriented Development (TOD) in the MTA's service territory.

Supply 7 percent of the MTA's total energy needs from solar, wind, and other renewable sources by 2015.

Collaborate with the U.S. Green Building Council to develop a comprehensive set of transit-specific design guidelines based on USGBC's LEED Building Rating System.

Initiate joint procurement programs for green products and services in conjunction with other major public entities.

Map groundwater sources in MTA tunnels and properties and identify industrial and other beneficial uses.

## Green Ideas from 68,000 Transit Experts

One initiative launched by the Commission was a "Green Ideas" survey, which was sent out to the MTA's 68,000-member workforce. The survey taps a pool of transportation expertise that extends from railroad engineers, traffic planners, and architects to office managers, bridge and tunnel officers, electricians, and station agents. The returned survey forms are being systemized for review by the five sustainability working groups. Some ideas may be selected for immediate consideration, while all will be cataloged by keyword and topic for future use. What sorts of ideas are coming in? Some are brief and basic, others extensive and ambitious. Here's a look at a few:

"Establish a Combustion Research Lab (CRL), in partnership with local universities, to pursue innovative combustion technologies for city buses..." -Nicholas DiZinno, NYCT

"Since low air pressure in vehicle tires reduces fuel efficiency, monitor tire air pressures on all vehicle fleets and install pressure indicators on all tire valve stems..." -Frank Caccoma, Metro-North

"Use motion-sensor light switches in offices..." -Robert F. Spero, Capital Construction

"Initiate a procurement contract with a single vendor to collect, recycle, and refill all MTA computer printer ink cartridges..." -Rose Koven, LIRR

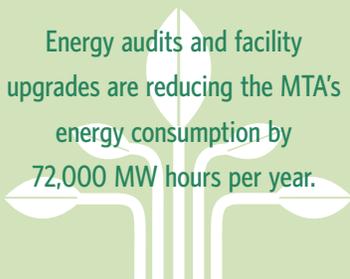
The Commission also welcomes public input, which may be sent to  
"The Blue Ribbon Commission on Sustainability and the MTA"  
347 Madison Avenue, New York, NY 10017.



## ENERGY/CARBON WORKING GROUP

### Energy/Carbon Working Group Interim Recommendations

- Recommendation E/C 1      Since every increase in MTA ridership lowers regional carbon emissions, the MTA should increase ridership to the maximum extent possible in order to directly reduce vehicle miles and carbon emissions in the region.
- Recommendation E/C 2      In support of the state's overall renewable energy goals the MTA should increase its use of renewable energy sources to 7 percent of its overall energy needs by 2015.
- Recommendation E/C 3      By 2015, the MTA should reduce energy use by at least 15 percent and GHG emissions by at least 30 percent in its buildings and facilities, as normalized on a per-passenger-mile basis.
- Recommendation E/C 4      The MTA should form a Smart Fleets Study Group to investigate ways to make trains and buses more energy-efficient, including lighter materials, regenerative braking, and other ways to reduce energy consumption. The rail study group should develop scenarios that cut traction power by 10 percent, 25 percent, and 35 percent, as normalized on a per-passenger-mile basis, and issue recommendations for actions upon completion of the study. This recommendation is also made by the Materials Flow Working Group.
- Recommendation E/C 5      The MTA should take an active public role in supporting policies and initiatives to regulate carbon emissions and legislative efforts to increase funding for mass transit and promote transit-oriented development and other strategies to reduce vehicle miles traveled (VMT).



Energy audits and facility  
upgrades are reducing the MTA's  
energy consumption by  
72,000 MW hours per year.

## MTA Agency Energy/Carbon Projects

|   |   |
|---|---|
| Project E/C 1<br>Wind Power                   | The MTA will evaluate the effectiveness of building-integrated wind turbines at the Far Rockaway Bus Depot as the first step in a larger program to expand on-site renewable energy generation on MTA properties.   |
| Project E/C 2<br>Tidal Power                  | The MTA will enter into an agreement for up to 70 KW of power to be generated by tidal turbines for the Roosevelt Island subway station on the F Line.  |
| Project E/C 3<br>Solar RFP                    | The MTA, in partnership with The New York Power Authority (NYPA) and with the cooperation of The Long Island Power Authority (LIPA) in the Long Island service territory, will participate in an RFP for the purchase of 6 MW of renewable power to be generated by solar panels installed on MTA facilities. This will be the largest solar panel RFP in New York State history. |
| Project E/C 4<br>Aluminum Third Rail          | The MTA is installing aluminum third rail in Grand Central Terminal and on the new Second Avenue Subway line, and is considering aluminum third rail for East Side Access. The MTA is also developing standards for the replacement of existing third rail with aluminum third rail.  |
| Project E/C 5<br>LED Lighting                 | The MTA is replacing existing necklace lighting on the Verrazano-Narrows Bridge with LED lighting, reducing energy consumption by 73 percent and substantially reducing maintenance costs.  |
| Project E/C 6<br>Renewable Energy Study Group | The MTA is forming a Renewable Energy Study Group in collaboration with the Renewable Energy Task Force at NYPA.  |
| Project E/C 7<br>Smart Fleets                 | The MTA has established a Smart Fleets Study Group, comprising lead rail-car designers from the MTA agencies, to identify opportunities to reduce rail-car weight and introduce other environmentally-friendly features while maintaining safety standards. This is also a project of the Materials Flow Working Group.   |
| Project E/C 8<br>Energy Audits                | By 2015, the MTA will nearly double its program of energy audits, equipment upgrades, and energy efficiency projects with NYPA.   |
| Project E/C 9<br>Regenerative Braking         | The MTA will maximize the use of regenerative braking systems in new subway and commuter rail cars.   |



## FACILITIES WORKING GROUP

### Facilities Working Group Interim Recommendations

- Recommendation F 1** The MTA should develop a comprehensive set of green guidelines for use across all MTA agencies' new construction and renovation projects. The MTA should collaborate with the U.S. Green Building Council to base these guidelines on the LEED rating system and tailor them to the specialized needs of transportation and infrastructure facilities. These guidelines should be integrally linked with the MTA's specifications, procurement, and contracts to streamline implementation.
- Recommendation F 2** The MTA should appoint a cross-agency Green Team to oversee the development of the green guidelines. This team should be responsible for implementing and continually improving an outreach program to educate employees and the public about sustainable facilities best practices.
- Recommendation F 3** Now that the Class A office market prefers green buildings, the Commission urges the developers of Hudson Yards to build projects that are certified LEED Platinum, generate more than half of their energy consumption on-site, draw a significant portion of on-site generation from renewable energy, and make use of on-site water-recycling and water-minimization technology. Recognizing that construction at Hudson Yards will not begin immediately and that green technology will continue to improve, the Commission believes that the options for offsetting the cost of green technology and financing technology to support green buildings will continue to expand. These evolving financial tools in the public and private sectors will make it possible to take advantage of the best green technology without compromising land value or sale price of the Hudson Yards land.
- Recommendation F 4** The MTA should assess the sustainability of its current facilities and undertake or expand its efforts to recommission each for energy savings, water conservation, and other environmental and financial benefits.

### MTA Agency Facilities Projects

- Project F 1  
High Performance Roofs** The MTA is planning high-performance roofs at many facilities, including vegetated, green roofs at the MNR Harmon Yard Support Shop, the MTA Bus Far Rockaway Depot, and the B&T Queens Midtown Tunnel Service Building Annex; and a white roof at the LIRR Hillside facility. In addition, a community-visioning session for the Mother Clara Hale Depot will explore what kind of high-performance roof to include in the new design.
- Project F 2  
LEED Rating for Projects** The MTA is identifying construction and rehabilitation projects that can be developed in accordance with LEED criteria, as was done with the LEED-certified Corona Maintenance Shop. Current plans include the MNR Harmon Yard Support Shop and the B&T Queens Midtown Tunnel Service Building Annex. Community-visioning sessions for the Mother Clara Hale Depot will explore green features, including LEED goals.
- Project F 3  
LEED EB Rating for  
Grand Central** The MTA is exploring the feasibility of achieving a LEED Existing Building rating for Grand Central Terminal.
- Project F 4  
Platform Edge Doors** The MTA has included Platform Edge Doors in the design for the 34th Street Station on the 7 Line Extension and is studying other opportunities to use them.

# MATERIALS FLOW WORKING GROUP



## Materials Flow Working Group Interim Recommendations

- |                     |  |
|---------------------|--|
| Recommendation MF 1 | The MTA should set a robust recycling target for its waste stream, which should be benchmarked against the best practices of rapid-transit systems in the U.S. and abroad.   |
| Recommendation MF 2 | The MTA should form a Smart Fleets Study Group to investigate ways to make trains and buses more energy-efficient, including lighter materials, regenerative braking, and other ways to reduce energy consumption. The rail study group should develop scenarios that cut traction power by 10 percent, 25 percent, and 35 percent, as normalized on a per-passenger-mile basis and issue recommendations for actions upon completion of the study. This recommendation is also made by the Energy/Carbon Working Group. |
| Recommendation MF 3 | The MTA should pursue green procurement partnerships with other public entities aimed at supporting markets and efficiencies of scale for green products, vehicles, services, and technologies.  |
| Recommendation MF 4 | The MTA should standardize “green office” practices across all agencies, centralizing the review and procurement of green papers, toners, cleaners, and other office products.   |
| Recommendation MF 5 | The MTA should appoint an MTA-wide team or officer to determine and oversee green procurement standards and green office policies across the MTA.  |

## MTA Agency Materials Flow Projects

- |                                    |  |
|------------------------------------|--|
| Project MF 1<br>Expanded Recycling | Long Island Rail Road and Metro-North Railroad will expand source-separation of recyclable materials.  |
| Project MF 2<br>Smart Fleets       | The MTA has established a Smart Fleets Study Group, comprising lead rail-car designers from the MTA agencies, to identify opportunities to reduce rail-car weight and introduce other environmentally-friendly features while maintaining safety standards. This is also a project of the Energy/Carbon Working Group. |
| Project MF 3<br>Green Office       | The existing MTA all-agency procurement council will take the lead in sharing existing green practices and identifying and implementing new strategies to reduce the consumption of resources and generation of waste by the MTA and its vendors through procurement and contracting policies.                         |



## WATER MANAGEMENT WORKING GROUP

### Water Management Working Group Interim Recommendations

- |                     |   |
|---------------------|---|
| Recommendation WM 1 | The MTA should reduce its use of potable water and increase the use of harvested rainwater and recycled "gray water" for regular operations.                    |
| Recommendation WM 2 | The MTA should map sources of groundwater and storm water in its tunnels and infrastructure and identify their viability for thermal and other beneficial uses. |
| Recommendation WM 3 | The MTA should sub-meter all large-scale water usage in its operations, such as the water used for washing vehicles.  |
| Recommendation WM 4 | The MTA should encourage the use of local drinking water by its employees to minimize bottled water consumption.  |

### MTA Agency Water Management Projects

- |  |   |
|--|---|
| Project WM 1<br>Sub-meter and Evaluate<br>Vehicle Wash Water | The MTA will evaluate current water usage and available best practices to reduce the amount of potable water used to wash vehicles.   |
| Project WM 2<br>Harvested Water                              | NYC Transit will evaluate ways to utilize water harvested from the subway system (ground water ingress) for various beneficial uses, such as cooling of some transformers.    |
| Project WM 3<br>Drinking Water                               | The MTA will pursue a pilot program at one or more headquarters office buildings to begin switching MTA employee facilities to local drinking water instead of bottled water. |

# SMART GROWTH/TOD WORKING GROUP

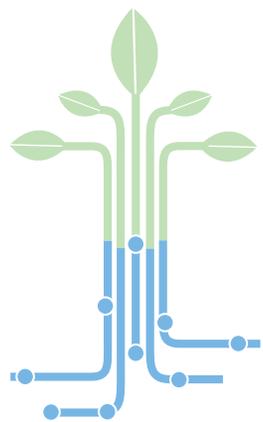


## Smart Growth/TOD Working Group Interim Recommendations

- |                      |   |
|----------------------|---|
| Recommendation TOD 1 | The MTA should work collaboratively with New York State, local communities, and other partners to position public transportation to capture two-thirds of all new trips generated in the region by 2030.  |
| Recommendation TOD 2 | The MTA should work with New York State, municipalities, developers, and public agencies to pursue the goal of concentrating two-thirds of the region's new residential and commercial growth within a half-mile of MTA stations or services by 2030.   |
| Recommendation TOD 3 | The MTA should develop a system-wide Transit-Oriented Development (TOD) program to support expanded collaborative efforts with local communities. The program should provide each agency with the resources needed to support the Smart Growth/TOD program.   |
| Recommendation TOD 4 | The MTA should identify opportunities to promote and facilitate new or ongoing community-based TOD planning throughout the MTA service region.  |
| Recommendation TOD 5 | The MTA should work with local communities to promote and facilitate potential intermodal transportation services, feeder corridors, and links along feeder corridors, including such options as light rail, bus rapid transit, streetcars, bicycle paths and ferries, in addition to existing MTA services.  |
| Recommendation TOD 6 | The MTA should enable better integration of stations into surrounding communities through station-access plans that facilitate pedestrian and bike access. Train-to-trail linkages should be enhanced through collaboration with the New York State Department of Environmental Conservation, New York State Office of Parks, Recreation, and Historic Preservation and local and regional organizations. |
| Recommendation TOD 7 | The MTA should work with communities, developers and others to ensure that TODs meet the highest standards of sustainability with respect to energy and water conservation, building materials and project design and adaptation to the anticipated effects of climate change.  |

## MTA Agency Smart Growth/TOD Projects

- |  |   |
|--|---|
| Project TOD 1<br>Guidelines for TOD        | The MTA agencies will work with the Smart Growth/TOD Committee to identify principles and develop guidelines for TOD project development that will assist communities, developers and stakeholders throughout the region in planning these community-based efforts, and facilitate collaborative project planning with the MTA. |
| Project TOD 2<br>Develop TOD Website       | The MTA has established a single point of contact on its website for communities in the MTA service area that are interested in Smart Growth/TOD projects.  |
| Project TOD 3<br>MTA and State Partnership | The MTA and New York State are establishing a partnership and package of incentives to support TOD development throughout the service area. The partnership will develop a branded TOD program.   |



[www.mta.info/environment](http://www.mta.info/environment)