

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

TRANSPORTATION IMPROVEMENT PROGRAM

COUNCIL REPORT PT185280104

FFY 2004-2006

New York Metropolitan Area

For submission to:

U.S. Department of Transportation

▼ Federal Transit Administration

▼ Federal Highway Administration

ADOPTED BY THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

SEPTEMBER 25, 2003

Message to the Reader

Thank you for your interest and participation in the transportation planning process for New York City, Long Island and the Lower Hudson Valley.

This document is the New York Metropolitan Transportation Council's (NYMTC) Transportation Improvement Program, known as the TIP. The TIP is a staged multi-year program that prioritizes transportation improvements in the region for Federal fiscal years 2004 to 2006. It is consistent with NYMTC's long-range Regional Transportation Plan.

The U.S. Department of Transportation will not approve use of Federal funds for a transportation improvement unless the improvement is identified on the TIP. Inclusion on the TIP does not, however, guarantee Federal funding. The TIP is fiscally constrained with reasonable estimates of costs of proposed improvements balanced against anticipated funding. Improvements which will not use Federal funds are also included on the TIP to provide a more comprehensive picture of transportation improvement activities in the region.

NYMTC is a regional council of governments which serves as the metropolitan planning organization designated by the Governor of the State of New York and certified by the Federal government for New York City, Long Island and the lower Hudson Valley.

To respond to local needs, NYMTC is comprised of three committees representing New York City, the lower Hudson Valley and Long Island. These Transportation Coordinating Committees are known as New York City TCC, Mid-Hudson South TCC and Nassau/Suffolk TCC. They are charged with recommending sub-regional transportation improvement priorities for inclusion in the TIP as well as providing opportunities for the private sector, general public, local government and interested stakeholders to become involved in the planning process on a more local level.

The TIP is organized by TCC to facilitate the review of the large geographic area of the NYMTC region. Questions regarding a particular project or process may be directed to any of the following individuals:

Uchenna Madu
Tel: (718) 482-4559

New York City Transportation Coordinating Committee
E-mail: umadu@dot.state.ny.us

Jean Shanahan
Tel: (845) 431-5768

Mid-Hudson South Transportation Coordinating Committee
E-mail: jshanahan@dot.state.ny.us

Kevin Wolford
Tel: (631) 952-6112

Nassau/Suffolk Transportation Coordinating Committee
E-mail: kwolford@dot.state.ny.us

Chris Hardej
Tel: (718) 472-3178

New York Metropolitan Transportation Council
E-mail: chardej@dot.state.ny.us

New York Metropolitan Transportation Council

Background

The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which serves as the metropolitan planning organization designated by the Governor of the State of New York and certified by the Federal government for New York City, Long Island and the lower Hudson Valley. NYMTC provides its region with a collaborative planning forum to address transportation-related issues from a regional perspective and to plan for and make decisions on the use of Federal transportation funds. The Federal government requires metropolitan planning organizations in each urbanized region of the country to maintain a continuing, cooperative and comprehensive transportation planning process.

NYMTC's voting membership includes Nassau and Suffolk counties on Long Island and Putnam, Rockland and Westchester counties in the Hudson Valley. New York City is represented through its departments of Transportation and City Planning. Voting members also include the New York State Department of Transportation and the Metropolitan Transportation Authority.

NYMTC's advisory members include the Port Authority of New York and New Jersey, New Jersey Transit, the North Jersey Transportation Planning Authority, the New York State Department of Environmental Conservation, the Federal Highway Administration, the Federal Transit Administration and the United States Environmental Protection Agency.

Federal regulations require NYMTC, as a metropolitan planning organization, to develop a long-range Regional Transportation Plan and to update that plan every three years. The current regional plan, entitled *Mobility for the Millennium*, responds to current and future changes in the region's demographics, economy and transportation needs by providing a long-range guide for the transportation planning process.

Using the Regional Transportation Plan as a platform, NYMTC is also mandated to develop a Transportation Improvement Program (TIP) to identify transportation improvements to be undertaken using Federal transportation funds.

The NYMTC's Region

NYMTC's region is comprised of New York City and five suburban counties on Long Island and in the lower Hudson Valley. It encompasses an area of 2,440 square miles and a population of roughly 12.2 million, approximately 64 percent of New York State's population.

The region has one of the most extensive transportation networks in the world with 477 route miles of commuter rail, 225 route miles of rail rapid transit, 22,870 centerline miles of roads, streets and highways, as well as several commercial airports and maritime facilities for passengers and goods.

This network has given the region a distinct competitive edge as a major national and international commercial center. On an average 2002 weekday, the region's transportation network carries 550,000 people on commuter rail, 3.1 million on buses, 4.6 million on rail rapid transit, 128,500 on ferries, 150,000 on airlines (2001), and millions more on the region's roads. These numbers do not include the 101,000 PATH NYC station figure nor does it include the 205,000 NJ Transit Rail or 520,000 NJ Transit Bus average weekday ridership numbers.

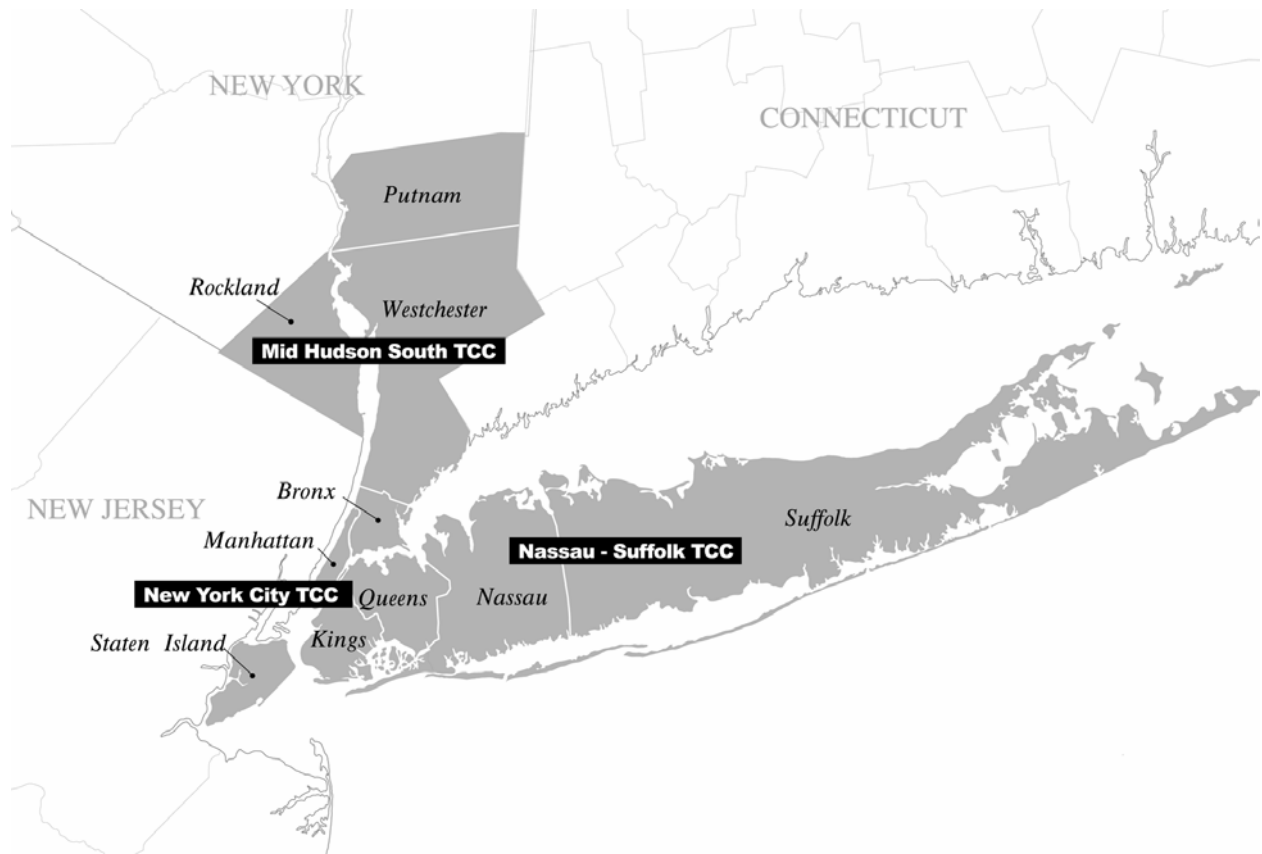


Figure 1. New York Metropolitan Transportation Council's Region

NYMTC's Mission and Objectives

The mission of the New York Metropolitan Transportation Council includes the following:

- 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 on the planning activities of all Council members in order to achieve a shared regional vision.

In order to achieve the mission NYMTC has the following objectives:

- To provide leadership in defining key issues;
- To implement a proactive public involvement process;
- To use current, accurate data and state-of-the-art analytical tools and
- To articulate a shared vision in the Regional Transportation Plan and to implement that vision collectively through the Unified Planning Work Program and the Transportation Improvement Program.

Regional Goals

NYMTC's long-range Regional Transportation Plan, *Mobility for the Millennium*, provides a platform for collaborative planning and decision-making throughout the region. It is a dynamic document, incorporating a menu of current planning projects to meet Federal requirements along with a visionary component to address future considerations and opportunities. The Plan can be used to inform individual agencies and can be integrated into their planning work.

NYMTC's current Plan includes regional goals for improving the overall transportation system. The goals are constructed around nine key topics: infrastructure, mobility, land use and transportation, safety, airport access, freight transportation, quality of life, regional planning and decision making and financing the future.

These topics incorporate both regional issues and the planning factors mandated for consideration by the Federal Transportation Equity Act for the 21st Century (TEA-21). The mandated planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and non-motorized users.

- Increase the accessibility and mobility options available to people and fro freight.
- Protect and enhance the environment, promote energy conservation and improve quality of modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The strategic framework of the Plan, with its regional goals, associated objectives, analyses, recommendations and guidelines, contains strategies and concepts that can be used to improve the region's transportation system in the future. These strategies serve as guideposts for planning activities in the coming years to expand proposals into fully defined solutions which move toward implementation using Federal funding or other financing sources. The approach used to develop the Plan joined the planning processes of NYMTC's member agencies in a collaborative exercise that extended beyond their individual jurisdictions and mandates.

Transportation Improvement Program Process

Overview

NYMTC's Transportation Improvement Program, known as the TIP, is a staged multi-year program that prioritizes transportation improvements for when use of Federal funding is anticipated during Federal Fiscal Years 2004 through 2006. It is consistent with NYMTC's long-range Regional Transportation Plan and is fiscally constrained within reasonable estimates of anticipated funding in each of these fiscal years.

The U.S. Department of Transportation will not approve use of Federal funds for an improvement project unless the project is identified on the TIP. Inclusion on the TIP does not, however, guarantee Federal funding, but it does make that funding possible. Projects not funded by the Federal government are also included on the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.

The TIP is an expression of NYMTC's intent to address the goals, objectives and vision of the Regional Transportation Plan as well as the national planning factors contained in TEA-21. The planning process, which develops the TIP, provides a forum for local elected officials, the public and transportation agencies to review and determine the region's short and medium-term transportation priorities. NYMTC's adoption of the TIP assures the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that NYMTC's members have agreed on priorities for the region. As a condition of receiving FHWA and FTA approval of Federal funds, the TIP must:

- Be updated at least biennially;
- Be a product of the metropolitan planning process;
- Be consistent with regional land use and transportation plans and the State Implementation Plan for Air Quality;

- Identify transportation improvements consistent with concepts proposed in the RTP along with recommendations for Federal funding during the program period;
- Include highway, transit and other intermodal projects be fiscally constrained;
- Create opportunities for public participation and comment;
- Indicate the transportation priorities of the region;
- Indicate the year in which initial contracts will be authorized by FHWA/FTA and indicate appropriate funding sources;
- Include realistic estimates of total costs that fiscal year; and,
- Be included in the statewide TIP prepared by New York State Department of Transportation and approved by the Governor.

Organization of the TIP

The 2004-2006 TIP represents the collaborative planning process that is undertaken by NYMTC's member agencies and coordinated through NYMTC's sub-regional committees. NYMTC is comprised of three Transportation Coordinating Committees (TCCs) which represent the geographic areas of New York City, the lower Hudson Valley and Long Island. These committees are known as the New York City TCC, Mid-Hudson South TCC and Nassau/Suffolk TCC. They are charged with recommending sub-regional transportation improvement priorities for inclusion in the TIP as well as for providing opportunities for the private sector, general public, local government and interested stakeholders to participate in the planning process on a more local level.

The TIP is, essentially, a compilation of endorsed project listings from the three TCCs, along with a listing of additional regional projects and a regional analysis of the TIP's fiscal structure. The TIP is organized by TCC— with a narrative and project listing for each— to facilitate the review of the large geographic area of the NYMTC region.

Process

While the Plan guides development of the TIP, it is the shorter-range TIP that serves as an enabling document that allows Federal funding to be applied to regional transportation investment priorities over a three-to-five year period. TEA-21 requires that improvement projects identified in the TIP be consistent with the Plan.

The transportation improvements included in the TIP are generally based on regional needs and/or improvement concepts that are first identified in the Plan. It is through this mechanism that needs and concepts are brought to the attention of NYMTC member agencies and a course of action is established. The improvement concepts are often studied in greater detail with alternative solutions developed, analyzed and estimated along with social, economic and environmental impacts before improvement projects are defined.

The TIP update process begins with a review of the Plan along with the individual plans and programs of NYMTC member agencies in order to identify new improvement projects and to update projects already included in the TIP. NYMTC members, local municipal officials and the public are also solicited for additional proposals for new improvements.

Improvements proposals are evaluated based on their relevance to the Plan and on the criteria of the proposed funding source. Newly selected improvements usually enter the later years of the TIP and advance incrementally with each update, although priorities may be reevaluated at any time and urgent improvements may be advanced during an update or through an amendment process between updates.

Improvements proposals are evaluated based on their relevance to the Plan and on the criteria of the proposed funding source. TEA-21 defines a variety of potential Federal funding programs which can be used to address specific transportation problems (ie. congestion) or components of the transportation system. Newly selected improvements usually enter the later years of the TIP and advance incrementally with each update, although priorities may be reevaluated at any time and urgent improvements may be advanced during an update or through an amendment process between updates.

The initial review of the Plan, related study results, and member agency plans and programs, as well as the solicitation for new improvements, is conducted through the TCCs. The TCCs update existing projects, select new ones and organize them into initial sub-regional project lists, which are first reviewed during a 30-day public comment period and then endorsed by TCC members. The endorsed project lists are compiled into the regional TIP and are assessed to ensure that the regional program is fiscally constrained based on anticipated funding. A second 30-day public comment period followed for the TIP. NYMTC members then voted to approve the TIP and forwarded it to the New York State DOT for inclusion in the statewide TIP.

The TIP was developed as a three-year program, rather than the typical five-year program for a number of reasons. An interim three-year update was necessitated by the time limitations of the current 2002-2004 TIP, the requirements of the Congressional waiver of air quality conformity granted to New York metropolitan area on October 1, 2002, and the uncertainty over the reauthorization by Congress of the Federal Transportation Equity Act for the 21st Century (TEA-21). The reauthorization was to expire on September 30, 2003, but has now been extended for five months.

Congress granted the New York metropolitan region a waiver of air quality conformity requirements recognizes the impacts of the September 11, 2001 terrorist attacks on NYMTC's planning process. The waiver exempts NYMTC from quantitatively demonstrating how its plans and programs "conform" to mobile source emissions budgets set in New York State's Implementation Plan for Air Quality until September 30, 2005. Since the region is designated as a "non-attainment area" for certain Federal air quality standards, demonstrations of conformity are required under the Clean Air Act when NYMTC updates or revises its TIP or its Regional Transportation Plan. The waiver grants this exemption from this demonstration with the following conditions:

- NYMTC's forecasts – socio-economic and transportation – are to be updated to reflect changes in regional travel and development resulting from the September 11th attacks.
- NYMTC is to use the updated forecasts to complete a full update of its Regional Transportation Plan and its TIP by October 1, 2005.
- NYMTC is to demonstrate the conformity of its new Plan and TIP with air quality budgets by October 1, 2005.
- NYMTC cannot program new, regionally significant roadway expansion projects and it must consider new emissions reduction measures during the waiver period.
- NYMTC must maintain interagency review of all categories of improvement projects covered by the Clean Air Act, including approximate estimates of emissions impacts.

Under the terms of the waiver, NYMTC's planning process can continue. This 2004-2006 TIP is the first significant action to be taken to revise NYMTC's Plan or its TIP during the waiver period. Therefore, under the terms of the waiver, a quantitative demonstration of air quality conformity does not accompany this interim TIP update. Rather, a complete, quantitative conformity demonstration will accompany the full updates of the Plan and TIP in 2005. However, improvements listed in this 2004-2006 TIP have undergone an interagency review as required in the legislation granting the conformity waiver.

TIP Financial Summary

The 2004-2006 TIP programs a significant amount of anticipated Federal, State, and local funding for transportation improvements over three fiscal years. This programming step does not actually grant funds to individual projects; rather it enables the future reimbursement of funds for these projects as they are individually planned, designed, and implemented. However, Federal regulations require that the TIP be fiscally constrained in each of its years. This means that the amount of funds programmed cannot exceed the resources anticipated to be available in that year.

The tables and figures is a fiscal summary of the regional TIP and recapped as follows:

Table 1 - A financial summary of funding types by Federal fiscal year.

Table 2 - A financial summary of funding types by geographical TCCs.

Table 3 - A financial summary of funding by worktype by TCC.

Figure 2 - Funding percentages by worktype for the region.

Figure 3 - Funding percentages by worktype for the TCCs.

Figure 4 - Funding percentages by sub-regional programs.

Figure 5 - Funding split of highway versus transit funds.

Table 1
Federal & Non-Federal Aid Summary
New York Metropolitan Transportation Council
Federal Fiscal Year 2004 to 2006 (\$ in millions)

Fund Source	3-Yr Total	FFY04	FFY05	FFY06
Congestion Mitigation Air Quality	417.721	135.269	137.714	144.738
HWY Bridge Replacement & Rehab	785.047	200.253	313.602	271.192
Interstate Maintenance	94.952	49.970	10.512	34.470
National Highway System	156.801	56.474	40.862	59.465
Surface Trans Program (Urban)	227.765	90.619	61.925	75.221
Surface Trans Program (Flex)	234.434	80.327	71.538	82.569
Surface Trans Program (Safety)	23.276	11.657	0.879	10.740
Surface Trans Program (Other)	34.839	32.235	1.622	0.982
Federal Miscellaneous	173.110	67.766	59.966	45.378
FTA Section 5307	1,789.749	603.168	602.882	583.699
FTA Section 5309	4,208.320	1,106.852	1,449.690	1,651.778
Federal Sub-total	8,146.014	2,434.590	2,751.192	2,960.232
Local (Gov't/Auth/Pub Corp)	9,246.362	2,717.283	3,404.793	3,124.286
New York State	1,220.318	436.164	390.624	393.529
Non-Federal Sub-total	10,466.680	3,153.447	3,795.417	3,517.815
Regional Totals	18,612.694	5,588.037	6,546.609	6,478.047

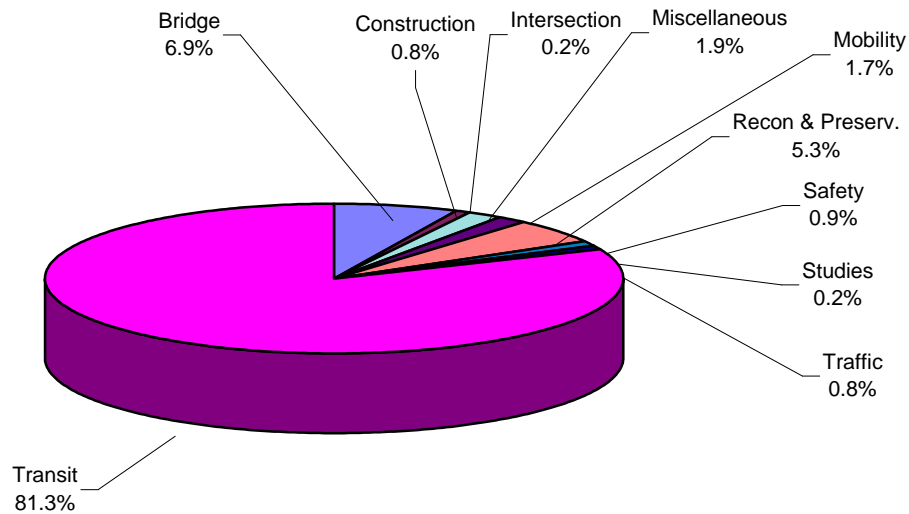
Table 2
Federal & Non-Federal Aid Summary by Subregions
New York Metropolitan Transportation Council
Federal Fiscal Year 2004 to 2006 (\$ in millions)

Fund Source	Mid-Hudson South (incl.-MNR)	New York City (incl.-NYCT)	Nassau/Suffolk (incl.-LIRR)	3-Yr Total
Congestion Mitigation Air Quality	54.145	263.662	99.914	417.721
HWY Bridge Replacement & Rehab	48.672	711.599	24.776	785.047
Interstate Maintenance	14.751	54.045	26.156	94.952
National Highway System	0.297	82.155	74.349	156.801
Surface Trans Program (Urban)	19.512	139.607	68.646	227.765
Surface Trans Program (Flex)	43.433	114.936	76.065	234.434
Surface Trans Program (Safety)	4.782	18.494	0.000	23.276
Surface Trans Program (Other)	4.146	6.480	24.213	34.839
Federal Miscellaneous	66.118	34.920	72.072	173.110
FTA Section 5307	197.522	1,341.600	250.627	1,789.749
FTA Section 5309	177.455	2,024.280	2,006.585	4,208.320
Federal Sub-total	630.833	4,791.778	2,723.403	8,146.014
Local (Gov't/Auth/Pub Corp)	786.913	6,060.717	2,398.732	9,246.362
New York State	262.495	609.938	347.885	1,220.318
Non-Federal Sub-total	1,049.408	6,670.655	2,746.617	10,466.680
Regional Totals	1,680.240	11,462.433	5,470.020	18,612.694

Table 3
Funding by Worktype - NYMTC Subregions

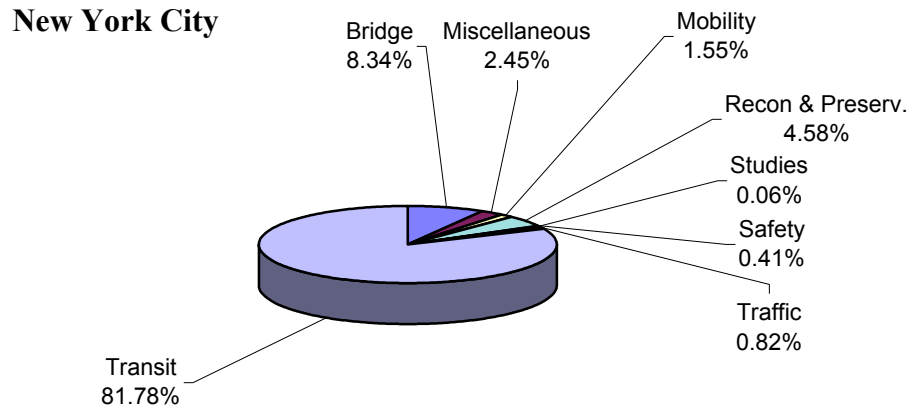
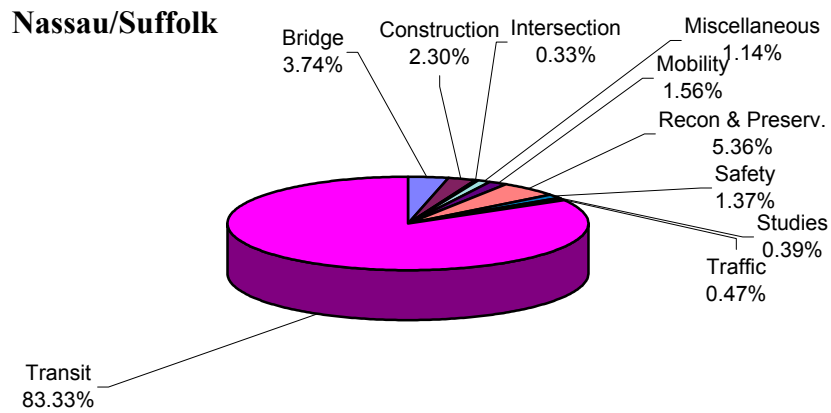
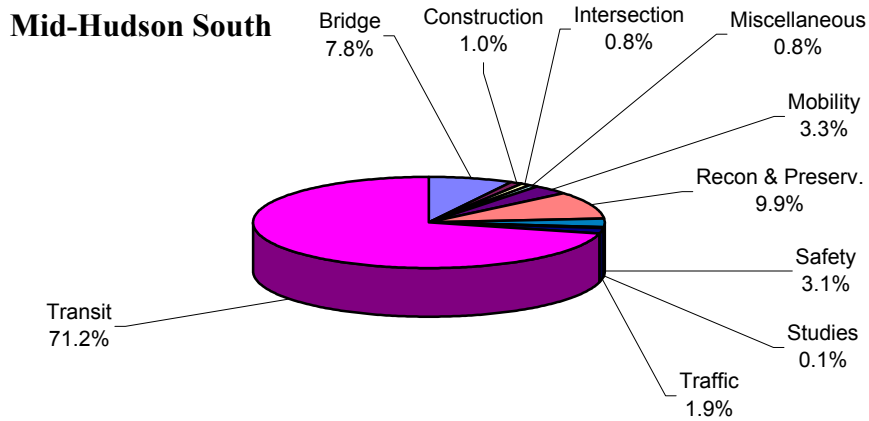
Worktype	MHSTCC (Incl. MNR)		N/STCC (Incl. LIRR)		NYCTCC (Incl. NYCT)		TOTAL	
Bridge	130.893	7.8%	204.706	3.7%	956.311	8.3%	1291.910	6.9%
Construction	16.954	1.0%	125.950	2.3%	0.000	0.0%	142.904	0.8%
Intersection	13.997	0.8%	17.933	0.3%	0.000	0.0%	31.930	0.2%
Miscellaneous	13.640	0.8%	62.194	1.1%	280.685	2.4%	356.519	1.9%
Mobility	55.626	3.3%	85.246	1.6%	177.419	1.5%	318.291	1.7%
Recon & Preserv.	166.411	9.9%	293.420	5.4%	525.540	4.6%	985.371	5.3%
Safety	51.734	3.1%	75.086	1.4%	47.237	0.4%	174.057	0.9%
Studies	1.850	0.1%	21.490	0.4%	6.900	0.1%	30.240	0.2%
Traffic	32.172	1.9%	25.936	0.5%	94.365	0.8%	152.473	0.8%
Transit (Other)	118.149	7.0%	96.974	1.8%	95.355	0.8%	310.478	1.7%
Transit (Rail)	1,078.816	64.2%	4,461.085	81.6%	9,278.621	80.9%	14818.522	79.6%
TOTAL	1,680.241		5,470.020		11,462.433		18,612.694	

Figure 2
Funding Percentage by Worktype for the NYMTC Region
FFY 2004-2006



Transit percentage is higher with the programming of 2nd Avenue Subway & LIRR East-Side Access

Figure 3
Percentage Funding by Worktype for Subregions



Transit percentages are higher with the programming of 2nd Avenue Subway & LIRR East-Side Access

Figure 4
Percentage Funding by Subregional Programs

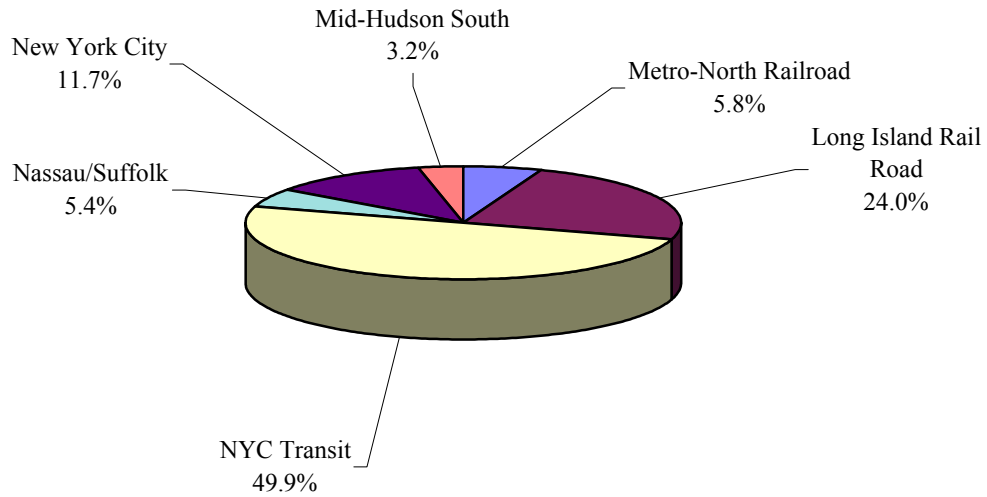
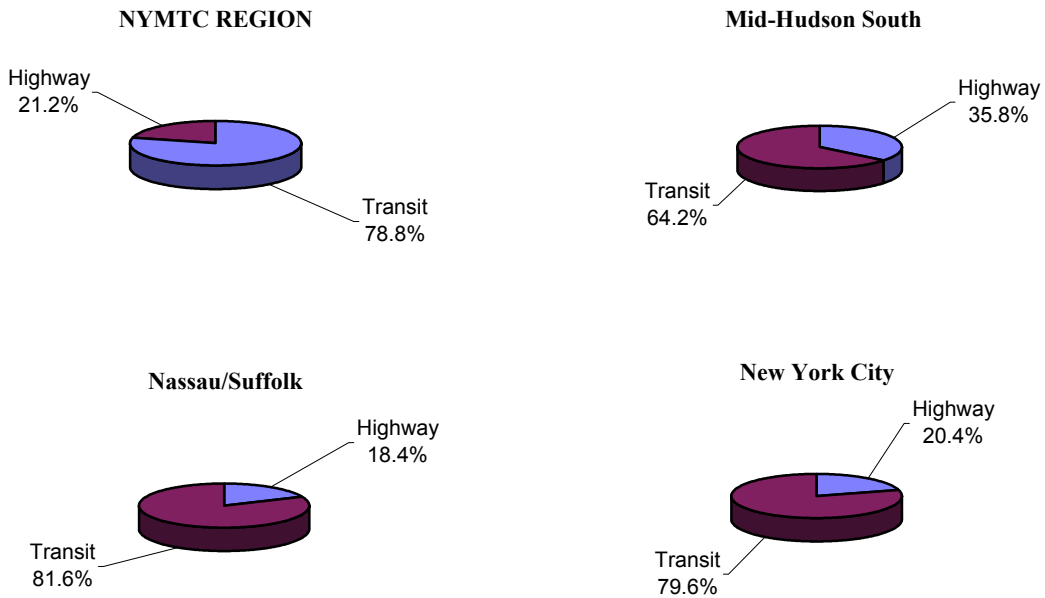


Figure 5
Percentage Split for Highway & Transit Funds



Highway percentage include non-rail transit projects on the highway program (inc. LI Bus)
 Transit percentages are higher with the programming of 2nd Avenue Subway & LIRR East-Side Access

How to Read the TIP

The following sections contain the program highlights and project listings of NYMTC's three sub-regional transportation coordinating committees. Since the TIP is an enabling document, some projects which are not included in the current project listing have fallen off the TIP because they are under construction or completely implemented. Also, some projects do not show construction elements. Usually this is seen when the construction phase is in the future (Post 2004) or funding cannot be identified at this time due to lack of construction cost estimates (e.g. the project is in study or preliminary phase). For further information on any project, please contact the appropriate staff person shown on next page.

The project listings contain the following information:

LEAD AGENCY – Identifies the agency implementing the transportation improvement

PIN – Project Identification Number that is unique and used to track projects

WORK TYPE – Identifies the type of work performed (Appendix B)

<Exempt> - Identifies the Air Quality conformity status, exempt from regional analysis

AQC – Specifies exempt code used

DESCRIPTION – Brief project description to include facility, improvement, limits, description where applicable

COUNTY – County where a project take place. Bus service between two counties could be listed as “Multi-County”

FUND – Depicts the source of funding (Appendix A)

OBL DATE – Represents the anticipated date when the funds are to be authorized

PHASE – Shows the phase being funded: C-Construction; D-Detailed Design; F-RR Forced Account; I-Construction Inspection; M-Miscellaneous; N-Incidental Right-of-Way; P-Preliminary Design; R-Right-of-Way

NOTE: Programmed amounts are in \$million.

“0.000” under Total 3-Year Program denotes that that cost is not within the FFY2004-2006 timeframe.

Contacts

Additional information on particular projects or processes of the Transportation Improvement Program is available from any of the individuals listed below:

NYMTC Region

New York Metropolitan Transportation Council
45-46 21 Street
Long Island City, New York 11101

Contact: Chris Hardej (718)472-3178
Fax: (718)472-3338
chardej@dot.state.ny.us

New York City

New York City Transportation Coordinating Committee
Hunters Point Plaza
47-40 21st Street
Long Island City, New York 11101

Contact: Uchenna Madu (718) 482-4559
Fax: (718) 482-6686
umadu@dot.state.ny.us

Lower Hudson Valley

Mid-Hudson South Transportation Coordinating Committee
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, New York 12603

Contact: Jean Shanahan (845) 431-5768
Fax: (845) 431-7919
jshanahan@dot.state.ny.us

Long Island

Nassau/Suffolk Transportation Coordinating Committee
New York State Office Building, 4th Floor
Veteran's Memorial Highway
Hauppauge, New York 11788

Contact: Kevin Wolford (631) 952-6112
Fax: (631) 952-6420
kwolford@dot.state.ny.us