

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
2006-2010 Transportation Improvement Program

DRAFT



New York Metropolitan Transportation Council

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Message to the Reader

Each and every day the New York metropolitan region's transportation system is called upon to efficiently and reliably deliver people and goods to countless destinations across the region and beyond. This vast network of rails, roads, waterways and trails makes it possible for family and friends to unite, workers to get to jobs, students and teachers to educational institutions, visitors to attractions and for goods and services to reach consumers.

To uphold the level of convenience and quality of life we currently enjoy, more than \$160 billion will be needed to maintain and improve this great transportation system over the next 25 years. The challenge will be to find sufficient financial resources to achieve this objective.

At the forefront of those studies, as well as many other planning activities taking place in the region, is the New York Metropolitan Transportation Council (NYMTC) – a regional council of governments that serves as the Metropolitan Planning Organization for New York City, Long Island and the Lower Hudson Valley. Federal law requires that metropolitan regions have a Metropolitan Planning Organization to oversee transportation-planning activities in the region.

What is the TIP?

The Transportation Improvement Program (TIP) documents the region's transportation improvements that are eligible for federal funding, projects that will strengthen and enhance our bridges, highways, transit services, bikeways and walkways.

As required by the federal government, the TIP is a comprehensive, medium-range program adopted by NYMTC that prioritizes these transportation improvements over the course of five years; in this case, Federal fiscal years 2006 to 2010.

The adoption of the TIP affirms that all NYMTC members are in agreement with the programs contained herein. It also confirms that they agree on how Federal transportation funds are applied.

Also important, the TIP enables the transportation community and the public to get involved in the planning process and track the use of local, state and federal transportation funds.

The TIP is one of three Federally-required planning products that together address the region's planning responsibilities. The two other products are:

- The Regional Transportation Plan (the Plan), which specifies long-range transportation goals and concepts over a minimum of 20 years; and
- The Unified Planning Work Program (UPWP), which prioritizes and presents MPO and member agency transportation planning projects to be conducted over the course of one year.

How to Contact Us

At NYMTC, the public has an important role in the transportation planning process. For further information, assistance, or comment regarding NYMTC's TIP, feel free to contact the appropriate staff person listed below.

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What is the New York Metropolitan Transportation Council?

The New York Metropolitan Transportation Council (NYMTC) is a regional council of governments, which serves as the Metropolitan Planning Organization (MPO) 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 MPOs in each urbanized region of the country in order to maintain a continuing, cooperative and comprehensive transportation planning process, considering all modes in a coordinated manner through the following three mandated planning products:

- A long-range (minimum 20 year planning horizon) Regional Transportation Plan (the Plan)
- A medium-range (3-to-5 year program) Transportation Improvement Program (TIP)
- An annual (one year) Unified Planning Work Program (UPWP)

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

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.

NYMTC comprises several bodies: the Council itself, which is made up of the chief elected or appointed officials of the member agencies; and the Program, Finance and Administration Committee (PFAC) which oversees the day-to-day operations. The Council meets on an annual basis, or as needed, while the PFAC meets about six times per year or more frequently if necessary. In recognition of the great diversity of areas in its region, NYMTC also maintains three geographically-defined Transportation Coordinating Committees (TCCs) – one each for New York City, Long Island and the lower Hudson Valley – which function as more localized planning forums. The NYMTC staff provides overall support for the activities of the Council.

NYMTC's Region

NYMTC's region includes New York City and five suburban counties in Long Island and the lower Hudson Valley. It encompasses an area of 2,440 square miles and a 2000 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 both passengers and freight.

This network has given the region a distinct competitive edge as a major national and international commercial center. On an average 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, and millions more on the region's roads. In addition, 826,000 people move between New York and New Jersey by rail and bus, and thousands more via roads, bridges and tunnels.

Figure 1 – NYMTC's Region



A Vision for the Future

NYMTC's Regional Transportation Plan provides a vision and a comprehensive long-range guidebook for moving people and goods safely and efficiently. It defines and achieves the balance of transportation resources, needs and priorities, through a partnership of the region's governments, businesses, stakeholders and residents.

All TIP projects must be consistent with the Plan – a backbone document that drives the entire improvement planning process and qualifies projects for federal funding. While the Plan's numerous improvement programs are designed to meet current federal requirements, it also includes a visionary component that addresses future considerations and opportunities.

Developing the TIP

What is the TIP?

The TIP is an enabling document, which defines, based on anticipated local, state and federal funding, NYMTC's intent to implement some of the long-range transportation improvement goals and concepts identified in the Regional Transportation Plan.

Essentially, the TIP is a compilation of agreed-upon and prioritized transportation improvements over a three-to-five year period, along with the anticipated schedules and costs for each.

Interagency Coordination & Cooperation

Seeing these improvements through involves teamwork, which is why regional agencies, governments, advocacy groups and the public are working together to plan and integrate transportation policies and improvement programs throughout the NYMTC region.

In order to keep the planning process most efficient and respond appropriately to local needs and concerns, NYMTC is organized into three separate sub-regions, each one represented by a Transportation Coordinating Committee (TCC).

The three TCCs serving the New York metropolitan area are:

- Mid-Hudson South (Putnam, Rockland and Westchester Counties)
- Nassau/Suffolk (suburban Long Island)
- New York City (including the five boroughs)

Together these committees are largely responsible for coordinating the program details featured in the TIP.

The contents of the TIP are organized by sub-region; each with corresponding highlights followed by the project lists that specify description, schedules and cost estimates.

Public Involvement

Recurring opportunities are provided for the public to get involved in the planning process.

In doing this, public forums are held throughout the area during various stages of the planning process in order to give individuals a chance to participate in planning discussions.

Interested parties including elected officials, transportation agencies and residents, are also periodically invited to review and comment on the region's transportation programs. In addition, solicitations for additional proposals regarding new improvement projects are also welcome from the public during select periods of the planning process.

A calendar listing of scheduled meetings, updates and requests for public comment is available online at www.nymtc.org

Project Selection & Prioritization

At any given moment, the transportation system faces a variety of imminent and current needs and developments. Calls to alleviate congestion, improve system maintenance, advance air quality and safety, mitigate accidents and adapt to the changes caused by shifting travel demands are just some of important issues of the day.

Accordingly, the members aim to address these needs in the TIP. To make best use of limited resources, each project proposed is carefully considered before it is selected for inclusion in the TIP.

To begin, improvement concepts must first be consistent with the long-range plan and studied in detail before they can be defined as TIP projects. Several key considerations – social, economic, transportation and environmental – influence this selection process.

For example, forecasts of financial resources, population and employment trends, land use and air quality are examined with alternative solutions developed, analyzed and estimated before any final decisions are made.

Updating the TIP

When a new project is selected, it is usually assigned a start date that is later than that of other projects already on the TIP. Generally, these new projects will advance incrementally with each update. However, in some cases, priorities may be reevaluated between updates with urgent improvements advancing through an amendment process.

Since the TIP is an enabling document, certain projects may no longer appear on the TIP, specifically those that are currently under design or have been fully implemented.

Funding the TIP

Approximately \$127 billion in current dollars will be needed over the next two decades just to maintain the region's transportation infrastructure, including roadways, bridges and transit in New York City, the lower Hudson Valley and Long Island. The region is also currently considering a number of major investment studies, transportation safety and security issues and the expansion of Intelligent Transportation Systems, which may require significant additional investment.

In all, NYMTC forecasts that our region can expect to receive \$160 billion in current dollars from federal, state and local sources over the next 25 years.

More than \$30 billion in transportation improvements are identified in the TIP for Federal Fiscal Years 2006 through 2010.

Before any federal funding is approved by the Federal Transit Administration and the Federal Highway Administration, all projects must:

- Be identified on the TIP as a product of the metropolitan planning process and updated at least biennially;
- Be consistent with regional land use and transportation plans, including the mandates set forth in the State Implementation Plan for Air Quality;
- Be fiscally constrained within the boundaries of anticipated Federal resources;
- Indicate the year in which initial contracts will be federally authorized and include the appropriate funding source;
- Be included in the statewide TIP prepared by the New York State Department of Transportation and approved by the Governor; and
- Be aligned with the goals of NYMTC's long-range Regional Transportation Plan.

Although inclusion in the TIP does not guarantee Federal funding, it does increase the possibility. Conversely, a project that is not on the TIP will not be eligible for any federal funding at all.

It's important to note also that the programming step does not actually grant funds to individual projects. Instead, it enables the future reimbursement of funds for these projects as they are individually planned, designed and implemented.

The TIP also includes programs that are not federally funded in order to acknowledge the full spectrum of transportation requirements and improvement activities taking place in the region.

In addition to federal, state and local resources, project funding may come from other avenues. Bridge and tunnel toll revenues, for example, are used to support the sale of bonds for financing transportation projects.

The following tables and figures provide a summary of the regional TIP.
A list of Federal and local funding source codes is located in the TIP Appendix.

**New York Metropolitan Transportation Council
2006-2010 Transportation Improvement Program**

Table 1: Federal & Non-Federal Fund Summary

(FFY \$ in millions)

Fund Source	NYMTC Total	FFY06	FFY07	FFY08	FFY09	FFY10
Congestion Mitigation Air Quality	711.189	130.585	129.957	119.261	139.120	192.266
HWY Bridge Replacement & Rehab	1,372.807	340.281	409.374	225.381	262.089	135.682
Interstate Maintenance	250.388	41.742	33.008	124.734	24.264	26.640
National Highway System	464.773	144.283	77.260	58.020	106.448	78.762
Surface Trans Program (Urban)	497.201	101.055	107.809	100.887	93.934	93.516
Surface Trans Program (Flex)	359.253	73.374	75.617	64.863	77.100	68.299
Surface Trans Program (Safety)	30.167	8.283	4.593	7.499	5.565	4.227
Surface Trans Program (Other)	3.474	1.102	0.982	0.982	0.200	0.208
Federal Miscellaneous	218.746	112.537	43.635	56.579	5.910	0.085
FTA Section 5307	2,842.048	566.455	569.030	567.890	570.089	568.584
FTA Section 5309	4,487.771	1,062.054	1,254.712	1,192.359	526.506	452.140
Federal Sub-total	11,237.817	2,581.751	2,705.977	2,518.455	1,811.225	1,620.409
Local (Gov't/Auth/Pub Corp)	17,675.054	4,740.923	5,310.910	3,369.116	1,757.440	2,496.664
New York State	2,644.436	509.231	504.865	668.857	558.291	403.193
Non-Federal Sub-total	20,319.490	5,250.154	5,815.774	4,037.973	2,315.731	2,899.857
Regional Totals	31,557.307	7,831.905	8,521.751	6,556.428	4,126.956	4,520.266

Table 2: Federal & Non-Federal Fund Summary by Subregions

(FFY \$ in millions)

Fund Source	NYMTC Total	Mid-Hudson South	New York City	Nassau/Suffolk
Congestion Mitigation Air Quality	711.189	97.258	451.782	162.149
HWY Bridge Replacement & Rehab	1,372.807	97.516	1210.710	64.581
Interstate Maintenance	250.388	79.015	130.329	41.044
National Highway System	464.773	147.286	166.251	151.236
Surface Trans Program (Urban)	497.201	62.884	280.230	154.087
Surface Trans Program (Flex)	359.253	75.540	169.574	114.139
Surface Trans Program (Safety)	30.167	2.195	27.972	0.000
Surface Trans Program (Other)	3.474	3.474	0.000	0.000
Federal Miscellaneous	218.746	63.601	111.440	43.705
FTA Section 5307	2,842.048	335.475	2028.800	477.773
FTA Section 5309	4,487.771	233.430	1648.217	2,606.124
Federal Sub-total	11,237.817	1,197.674	6,225.305	3,814.838
Local (Gov't/Auth/Pub Corp)	17,675.054	1,173.725	12,432.457	4,068.872
New York State	2,644.436	618.216	1151.125	875.095
Non-Federal Sub-total	20,319.490	1,791.941	13,583.582	4,943.966
Regional Totals	31,557.307	2,989.615	19,808.887	8,758.804

Note: These fund summaries do not include the Port Authority of New York & New Jersey program, New York State Bridge Authority (14.930), nor MTA Bridges & Tunnels (1,025.250). Their projects do not require Council action and are listed in the document for information only.

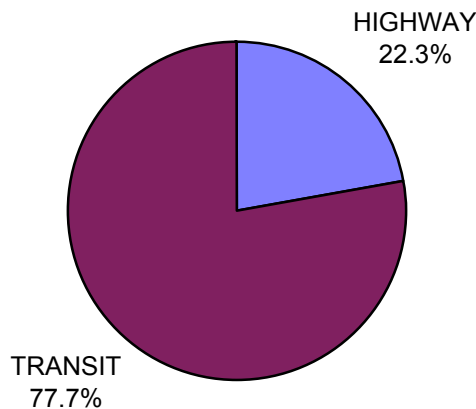
**New York Metropolitan Transportation Council
2006-2010 Transportation Improvement Program**

Table 3 - Worktype Summary
(FFY \$ in millions)

<u>Worktype</u>	<u>NYMTC REGION</u>		<u>MHSTCC</u>		<u>N/STCC</u>		<u>NYCTCC</u>	
<u>HIGHWAY</u>								
Bridge	2,631.130	8.3%	552.437	18.5%	300.261	3.4%	1,778.432	9.0%
Construction	289.044	0.9%	38.534	1.3%	250.510	2.9%	0.000	0.0%
Intersection	128.758	0.4%	63.433	2.1%	25.525	0.3%	39.800	0.2%
Miscellaneous	596.805	1.9%	36.155	1.2%	117.408	1.3%	443.242	2.2%
Mobility	581.247	1.8%	84.722	2.8%	154.036	1.8%	342.489	1.7%
Recon & Preserv.	466.282	1.5%	68.085	2.3%	127.467	1.5%	270.730	1.4%
Reconstruction	1,464.459	4.6%	606.092	20.3%	340.423	3.9%	517.944	2.6%
Safety	457.019	1.4%	109.400	3.7%	212.680	2.4%	134.939	0.7%
Studies	16.789	0.1%	1.539	0.1%	12.250	0.1%	3.000	0.0%
Traffic	397.028	1.3%	146.863	4.9%	56.502	0.6%	193.663	1.0%
Highway Subtotal	7,028.562	22.3%	1,707.260	57.1%	1,597.062	18.2%	3,724.239	18.8%
<u>TRANSIT</u>								
Commuter Rail	3,509.895	11.1%	1,111.787	37.2%	2,398.108	27.4%	N/A	N/A
Surface Bus	2,501.255	7.9%	155.759	5.2%	188.668	2.2%	2,156.828	10.9%
Subway	11,136.320	35.3%	N/A	N/A	N/A	N/A	11,136.320	56.2%
Ferry	62.909	0.2%	14.809	0.5%	6.600	0.1%	41.500	0.2%
Mega-Projects	7,318.366	23.2%	N/A	N/A	4,568.366	52.2%	2,750.000	13.9%
Transit Subtotal	24,528.745	77.7%	1,282.355	42.9%	7,161.742	81.8%	16,084.648	81.2%
TOTAL	31,557.307		2,989.615		8,758.804		19,808.887	

Mega-projects are LIRR East-Side Access and the NYCTransit 2nd Avenue Subway.

Figure 2 - NYMTC Region Highway & Transit Funding Split



**New York Metropolitan Transportation Council
2006-2010 Transportation Improvement Program**

Figure 3 - NYMTC Region Highway Summary

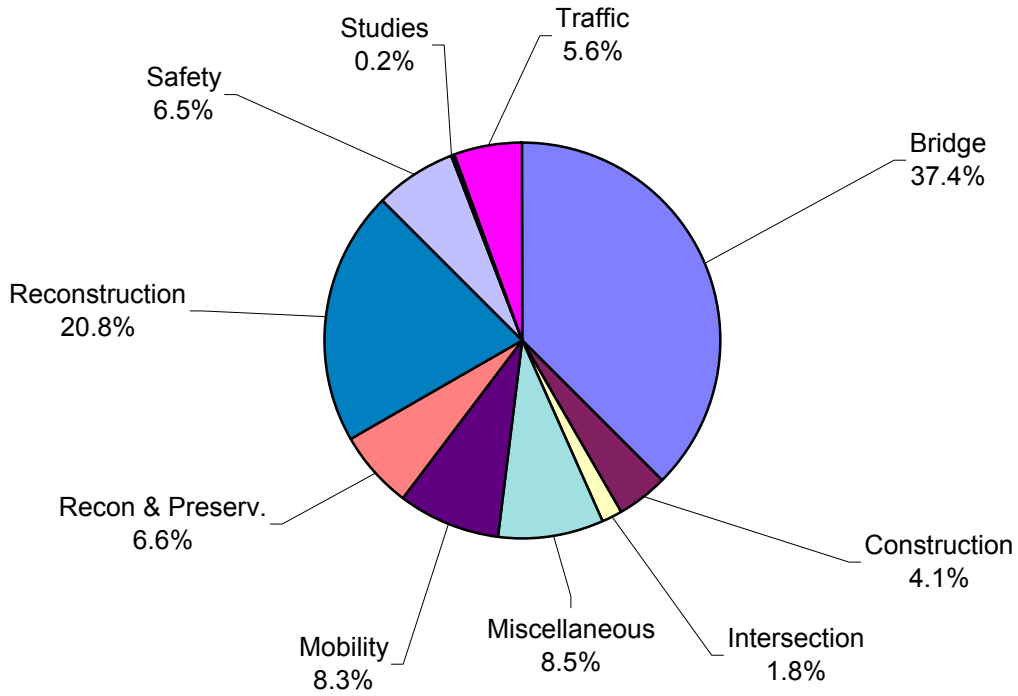
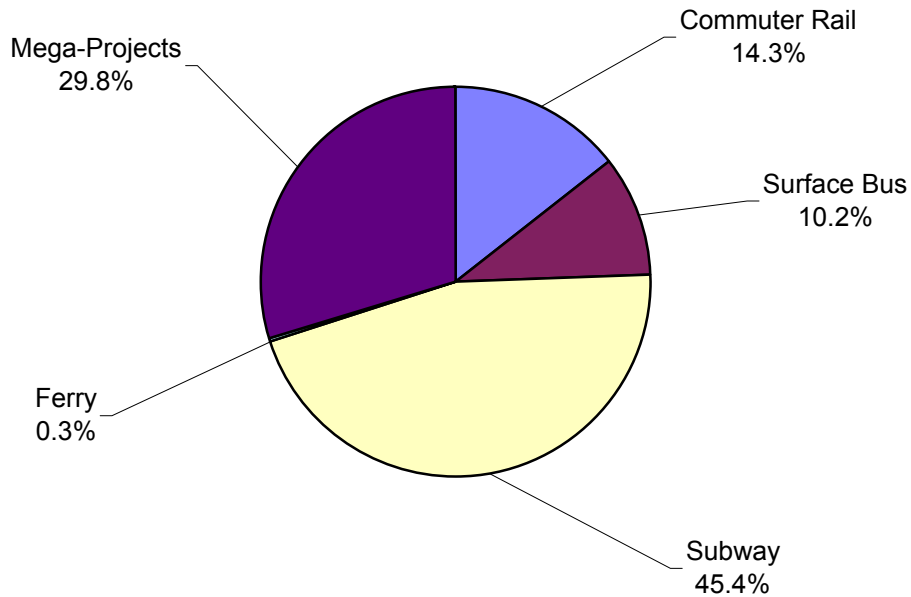
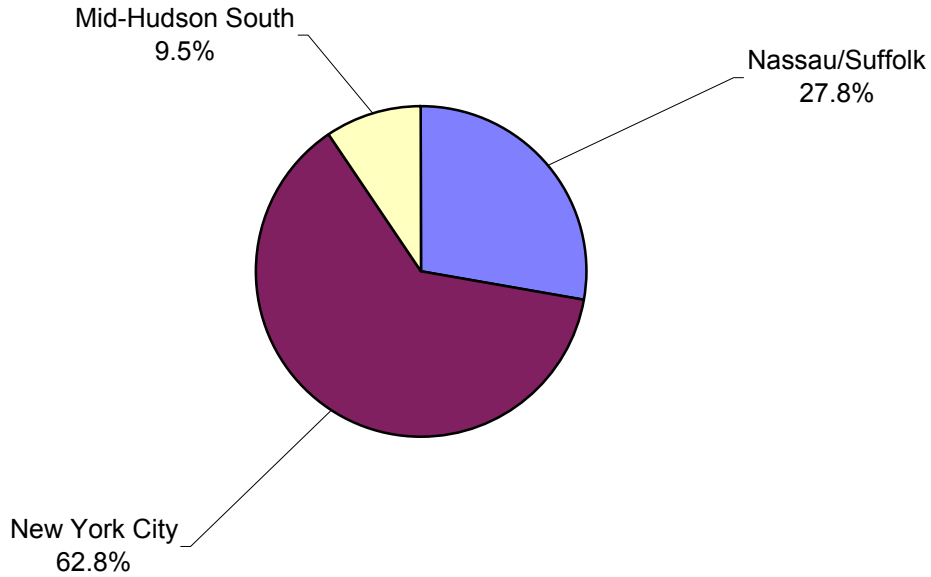


Figure 4 - NYMTC Region Transit Summary



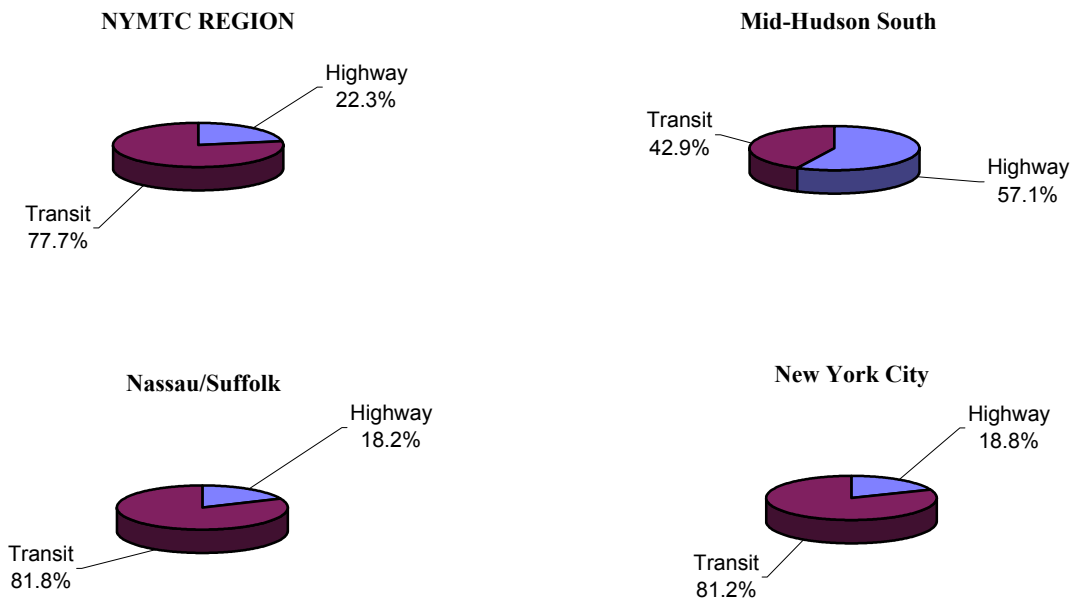
**New York Metropolitan Transportation Council
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Figure 5 - Summary by Subregions



Note: Does not include PANYNJ, NYS Bridge (0.05%), or MTA B&T (3.2%)

Figure 6 - Subregional Highway - Transit Splits



Consistency with the Plan

As mentioned earlier, the improvement projects listed on the TIP must be consistent with the goals and concepts in the Plan and demonstrate intent to maintain compliance with federal laws, namely the Transportation Equity Act for the 21st Century (TEA-21) and its successors, and the Clean Air Act Amendments of 1990 – two chief principles by which improvement programs are authorized.

TEA-21 includes seven mandated planning factors that should serve as a guide to setting the goals and objectives of the planning process. According to TEA-21, all projects must:

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

Air Quality Conformity

A large section of the New York Metropolitan region is designated as a severe ozone non-attainment area. Therefore, whenever NYMTC updates or revises its TIP or Plan, demonstrations of conformity with air quality milestones and budgets are required under the Clean Air Act.

However, after the September 11 terrorist attacks in 2001 and the resulting challenges created for transportation planners, Congress granted the New York Metropolitan region a temporary waiver of certain aspects of air quality conformity. The waiver exempts NYMTC until October 1, 2005 from quantitatively demonstrating how the TIP and Plan conform to mobile source emissions budgets set in New York State's Implementation Plan for Air Quality.

Under the terms of the waiver, NYMTC's planning process is allowed to continue under the following conditions:

- It must consider new emissions reduction measures during the waiver period;
- The socio-economic and transportation forecasts must be updated to reflect changes in regional travel and development resulting from the terrorist attacks;
- Said forecast results must be used to complete a full update of the Plan and TIP and demonstrate conformity to quality budgets by October 1, 2005;
- NYMTC must refrain from programming new, regionally significant roadway expansion projects; and
- An interagency review of all categories of improvement projects covered by the Clean Air Act, including approximate estimates of emissions impacts, must be maintained.

A complete quantitative demonstration of air quality will accompany the Plan and TIP in 2005.

How to Read the TIP

The programs listed in the TIP contain the following terms and definitions that identify the elements that are inherent in the development and execution of each project.

<i>LEAD AGENCY</i>	<i>DESCRIPTION</i>	<i>FUND SOURCES</i>	<i>TOTAL 3-YEAR PROGRAM</i> <i>(\$-millions)</i>	<i>5- YEAR PROGRAM-STARTING</i>		
<i>PIN/ALT ID</i>		<i>FUND/OBL DATE</i>		<i>Pre-FY 2006</i>	<i>1st Year FFY06</i>	<i>2nd Year FFY06</i>
<i>WORK TYPE</i>	<i>COUNTY</i>					

LEAD AGENCY - Identifies the agency implementing the transportation improvement

PIN -Identifies the unique project identification numbers used to track projects

WORK TYPE - Identifies the type of work performed (*see Appendix B for a full list of project category definitions*)

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

AQC - Identifies the specific exemption code used

DESCRIPTION - Identifies a brief description of the project including the facility, the improvements and limitations

COUNTY - Identifies the county where the project takes place. Bus service between two counties is listed as “Multi-County”

FUND - Identifies the source of funding (*see Appendix A for a full list of TIP funding codes*)

OBL DATE - Identifies the anticipated date for funding authorization

PHASE - Identifies the phase that is 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