

2005-2030 Regional Transportation Plan

Draft - Executive Summary

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New York Metropolitan Transportation Council

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DRAFT 2005-2030 REGIONAL TRANSPORTATION PLAN

Executive Summary

Where will the New York Metropolitan region go in the future?
Will you help direct its course?

Congestion, air quality and safety are among the transportation issues the New York Metropolitan region will continue to face over the next 25 years. The population is forecasted to continue to swell at a rate that exceeds the capacity of the roads and transportation services that are in place. The Regional Transportation Plan, required by the federal government, is a guidebook for meeting and funding these challenges.

As the region's Metropolitan Planning Organization, the New York Metropolitan Transportation Council (NYMTC) has a mandated responsibility to determine how federal transportation funds will be spent. NYMTC members (which include governments and transportation providers for New York City, suburban Long Island and the lower Hudson Valley) work in collaboration with related agencies and the public to write and periodically revise a long-range transportation plan for the region.

The completion of the Draft Plan was achieved through a collaborative process that included agencies, governments and the public. This extract provides an overview of the Plan document. The complete document is available at www.nymtc.org/plan.html.

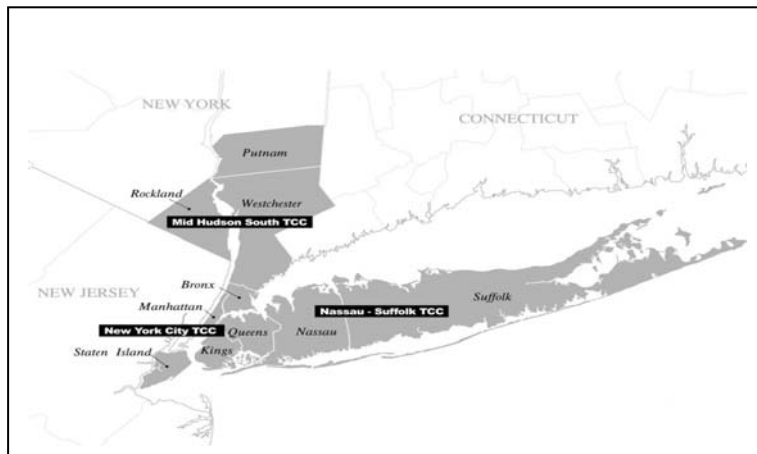
- When adopted by the Council later in 2005, the Plan will impact growth and development, air quality and federal funding of transportation projects in your community, county and region for the next 25 years.
- The Plan will cover every mode of transportation, from walking and bicycling to highways, transit, ferries and freight transportation.
- The Plan will include Westchester, Putnam and Rockland counties, the five boroughs of New York City and Nassau and Suffolk counties.

RTP Update—Background

About NYMTC

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.

NYMTC's members include five suburban counties, the Departments of Transportation and City Planning in New York City, the New York State Department of Transportation, and the Metropolitan Transportation Authority. Advisory members include the Port Authority of New York and New Jersey, other State and Federal agencies, and agencies from New Jersey.



THE REGION

About 64% of New York State's population lives in the NYMTC's region, an area of 2,440 square miles and 12.2 million people.

There are 477 route miles of commuter rail, 225 route miles of rail rapid transit, 22,870 centerline miles of roads, streets and highways, several commercial airports and maritime facilities for passengers and freight.

The region's transportation network carries 550,000 people per day 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. Plus, 826,000 people move between New York and New Jersey by rail and bus, and thousands more via roads, bridges and tunnels.

Goals & Organization of the Plan

As an MPO, NYMTC is required by the federal government to write, adopt and update a Regional Transportation Plan (RTP). While the Plan's contents change over time, the planning factors that guide its preparation are consistent. The Plan should:

- 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 nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve the quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The RTP is organized around these planning principles:

- Sustaining the transportation system;
- Meeting the needs of our customers;
- Harmonizing the system with its surroundings;
- Creating a state-of-the-art transportation system; and
- Meeting the challenges of growth.

With these goals:

- Identifying current and future needs;
- Determining financial needs;
- Establishing a regional framework for future improvement and investments;
- Defining investment possibilities;
- Measuring the region's performance; and
- Identifying future planning work

It examines issues of the Environment:

- Air pollutant emissions
- Greenhouse gas emissions
- Air quality
- Noise impacts
- Safety

Those pertaining to Energy:

- Reliance on foreign oil
- Energy security
- Energy consumption
- Energy efficiency

And those related to Economic Vitality:

- Regional growth
- Transportation patterns
- Technological changes
- Security and disaster recovery

The Purpose of the Plan

The 2030 Transportation Plan for the New York Metropolitan region will provide a vision and a comprehensive long-range guidebook for moving people and goods safely and efficiently. It will define and achieve the balance of transportation resource, needs and priorities, through a partnership of the region's governments, businesses, stakeholders and residents.

It will seek to sustain the transportation system,

- Optimize government funding
- Identify new sources of funding
- Maintain and rehabilitate
- Improve efficiency

Strive to meet the needs of customers,

- Provide a mix of travel options
- Improve reliability and convenience
- Make safety a primary focus

Do so in harmony with its surroundings, and

- Link transportation and land use planning
- Engage local communities in planning efforts
- Focus on environmental responsibility
- Improve accessibility of communities
- Improve region-wide coordination

Create a state-of-the-art transportation system

- Employ best practices in planning, design and operations
- Apply state-of-the-art technology to development and maintenance

And meet the challenges of growth

- Assure the system can meet current and future demand
- Invest in the system to maximize capacity

The Planning Process

NYMTC's planning process works toward a more regional approach to transportation planning and investment decisions by its members and throughout the larger tri-state region. A three-phased public involvement process was integrated into the development of this Plan update, with outreach techniques including:

- Focus groups
- Public planning forums
- Planning working groups
- Town hall meetings
- Surveys
- Website

Trends and Projections

The NYMTC region will need to accommodate larger numbers of people and vehicles over the period of the plan:

- The Region's population is expected to grow from 22 to 26.1 million by 2030 or by 0.7% annually
- Between 2005 and 2030 total employment is forecasted to grow by 3 million jobs, from 11.7 to 14.7 million jobs or by 25.4% in the Region.
- A higher rate of labor force participation and faster growth in working ages will expand the Region's labor force by 1% per annum, from 2005 to 2030
- Fully 1.5 million new households will be added to the Region between 2005 and 2030
- Regional commodity flows are expected to increase by 47%.
- Average weekday Vehicle Miles of Travel (VMT) is forecasted to increase by 12.5% between 2005 and 2030.
- Total transit trips are forecasted increase by 27% for New York City, 23% for Long Island and 25% for the lower Hudson Valley between 2002 and 2030.

Regional Investment Options

The Plan details large-scale projects and studies with regional impact on the movement of people and goods, and which support the Plan's vision, guiding principles and goals.

Northern Gateway

Investment Proposals:

Tappan Zee Bridge/I-287 Corridor
West Shore Rail
Access to the Region's Core
MTA Metro North Railroad Penn Station Access
Hudson River Ferries
Hudson Line/River Line Freight
Albany Freight Barge

New England Gateway

Investment Proposals:

I-95 Congestion Management Plan
Tappan Zee Bridge/I-287 Corridor
MTA Metro North Railroad Penn Station Access
Long Island Sound Ferries
I-84/Newburgh-Beacon Bridge

Northern Cross-Regional Gateway

Investment Proposals:

Major Deegan Expressway/Cross Bronx Expressway
Tappan Zee Bridge/I-287 Corridor
I-84/Newburgh-Beacon Bridge

Long Island Gateway

Investment Proposals:

Route 347 Corridor Improvement
Long Island Truck-Rail Intermodal Terminal (LITRIM)
Suffolk County Road 97 (Nicolls Road) Improvement
MTA LIRR East Side Access
MTA LIRR Main Line Third Track
Nassau Hub MIS
Long Island Transportation Plan to Manage Congestion (LITP)
Sustainable East End Development Strategies
Long Island Sound Ferries
Cross Harbor Freight Movement
Lower Manhattan-Jamaica/JFK Airport Transportation Alternatives

Southern Cross-Regional Gateway

Investment Proposals:

Goethals Bridge
Staten Island Expressway
Southern Brooklyn/Belt Parkway
Gowanus Expressway
Cross Harbor Freight Movement
Port Redevelopment Strategies/Port Master Plan

New York Harbor

Investment Proposals:

Port Redevelopment Strategies
Port Master Plan/Port Inland Distribution Network/Barge Pilot Programs
Cross Harbor Goods Movement/ LITRIM
Harbor Navigation
Portway
Gowanus Expressway
Comprehensive Port Improvement Plan (CPIP)
Erie Basin Bargeport

Airports

Investment Proposals:

AirTrain (JFK & Newark)
Southern Brooklyn/Belt Parkway
Lower Manhattan-Jamaica/JFK Airport Transportation Alternatives

Regional Core

Investment Proposals:

MTA Second Avenue Subway
Access to the Region's Core
West Shore Rail
MTA LIRR East Side Access/MNR Penn Station Access
No.7 Subway Extension
Lower Manhattan Rebuild
Trans-Hudson Ferries/NY Harbor Ferries
Canal Area Transportation Study

2012 Olympics

The core of NYC2012's proposed transportation plan has evolved in response to recent I.O.C. guidance. It will now largely use a prioritized lane highway system along the region's limited – access highway network and be supplemented by the region's heavy rail and ferry system.

Pedestrian and Bicycle Transportation

The Plan includes proposals to maximize the use of non-motorized modes for recreation and transportation, with a focus on new facilities, walking centers, roadway project planning, data collection, safety, greenway system planning, system maintenance and education. It incorporates detailed local plans developed by each of NYMTC's three Transportation Coordinating Committees in cooperation with local and state agencies and the public, which address subregional issues and needs.

Intelligent Transportation Systems

Travel becomes easier with the application of new technologies that allow agencies to use technology to better plan, monitor, control and secure transportation systems, resulting in programs such as EZ Pass and MetroCard as well as expanded information systems for travelers and improved communication during emergencies. Computer-related future plans include:

- Integration Strategy to promote information sharing among agencies and systems
- Application of national ITS architecture to a regional architecture to assure commonality and efficiency.

County/Borough-Level Options

Additional investment proposals and planning studies that advance the Plan's vision and provide the framework for future transportation improvements are identified for county and borough levels in the NYMTC region. Lower Manhattan and pedestrian/bicycle proposals are described separately.

Lower Manhattan

The FTA Lower Manhattan Recovery Office has been working with a transportation working group assembled by Governor Pataki that includes the Governor's Office and the State Department of Transportation, the City of New York Mayor's Office and the Department of Transportation, the Metropolitan Transportation Authority, the Port Authority of New York and New Jersey and the Lower Manhattan Development Corporation, to identify transportation capital investment projects to be implemented with the available funding. On February 6, 2003, Governor Pataki identified nine potential projects to be funded out of the \$4.55 billion in Federal aid, with projects in different stages of development. The Governor specifically identified three projects, totaling \$2.85 billion, which are ready to move forward in project development:

- \$750 million for the Fulton Street Transit Center (MTA New York City Transit)
- \$1.7 billion for the World Trade Center Transportation Hub (Port Authority of NY and NJ)
- \$400 million for the South Ferry Subway Terminal (MTA New York City Transit)

Funding Issues

Over the past 20 years, the region has invested billions of dollars to rebuild its transportation infrastructure in an effort to reverse decades of disinvestment and deferred maintenance and provide a solid foundation for the future. Funding sources are still needed for required expansions—NYMTC will play a key role in advocated for the region’s funding needs.

Transportation investments are organized into Levels 1, 2 and 3, with a discussion of how available funding, currently about \$160 billion, might be allocated. While available funding will cover Level 1 and 2 transportation investments, Level 3 projects could cost significantly more.

Where the money comes from

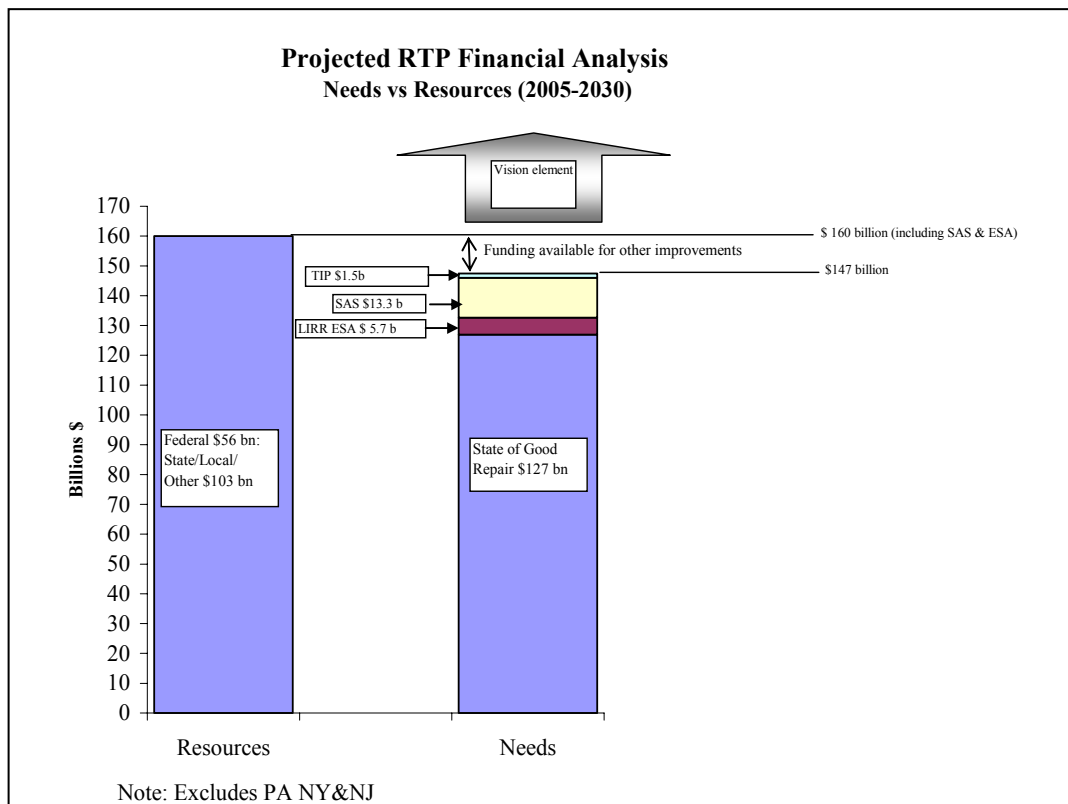
- Federal funding
 - TEA-21 for infrastructure renewal and network expansion
 - Credit assistance programs
 - Matching share provisions
 - Loan programs
- State and local funding
 - Expected to remain at same level as 2005/06
 - State Infrastructure Bank
 - NYS Transportation Trust Fund (for highways and bridges)
 - Petroleum Business Tax
 - Motor fuel (gas) Tax
 - Highway Use Taxes and Fees
 - Department of Motor Vehicles Registration Fees
 - Industrial Access Program (NYSDOT)
- Metropolitan Transportation Authority Resources
 - Revenue bonds
 - Pay-as-you-go funding
 - Interest earnings
- Other
 - Self-funded authorities (Port Authority and NYS Thruway Authority)
 - Amtrak (federal)
 - Toll revenue
 - Public/private partnerships
 - Matching grants

Where the money goes

- **Level 1** Investments needed to bring the region's existing infrastructure to a state-of-good-repair and maintain normal replacement cycles thereafter.
- **Level 2** Projects that have already been identified as important enhancements to the region's mobility. These system expansions have already received some level of commitment and should be in place by 2030.
- **Level 3** Projects that are currently being evaluated, with no proposal recommended. Many of these projects are listed in Chapter 3.

To keep the region's infrastructure in a state of good repair through 2030 will cost approximately \$147 billion:

- **\$96.1 billion for NEW YORK CITY**
\$13.0 billion for roadways, \$30.4 billion for bridges and \$52.7 billion for transit.
- **\$13.8 billion for LONG ISLAND**
\$2.0 billion for roadways, \$2.6 billion for bridges, and \$9.2 billion for transit.
- **\$16.8 billion for LOWER HUDSON VALLEY**
\$3.9 billion for roadways, \$3.8 billion for bridges and \$9.1 billion for transit.



Why transportation investment matters

- Regional competitiveness in the global economic market
- Importance of mobility to economic development
- Access to jobs
- Movement of goods and services
- Infrastructure that supports retail, financial, cultural and entertainment activities
- Access for visitors

The benefits

- Improved mobility
- More business investment
- Reduced highway congestion
- Improved air quality
- Shorter travel times
- Short term job creation and tax generation

The financial issues

- Significant portions of the highway system operate at or near capacity most of the day
- Highway and rail system unchanged for decades, except maintenance and rebuilding
- Continued need to bring infrastructure to state of good repair
- Normal replacement cycles
- System modernization
- System expansion
- New projects to improve mobility
- Barriers to delivery of freight by truck