

**NEW YORK METROPOLITAN
TRANSPORTATION COUNCIL**

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

for

Federal Fiscal Years 2008-2012

October 29, 2007

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 the development of those investments, 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, this draft TIP is a comprehensive, program that prioritizes \$35 billion dollars in transportation improvements over the course of five years; in this case, Federal fiscal years 2008 to 2012.

The adoption of the TIP, scheduled for September 2007, 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 products that together address the region's Federal funding investments. 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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Table of Contents

Page

REGIONAL TIP OVERVIEW

What is the New York Metropolitan Transportation Council

NYMTC region
A Vision for the Future

Developing the TIP

What is the TIP
Interagency Coordination & Cooperation
Public Involvement
Project Selection & Prioritization
Updating the TIP
Funding the TIP (Funding Summaries)
Consistency with the Plan
Financial Plan
Air Quality Conformity
How to Read the TIP

REGIONAL PROGRAM DETAILS

Lower Hudson Valley (Putnam, Rockland, & Westchester)

Mid-Hudson South TCC Program Highlights
Mid-Hudson South Project Listings

Long Island (Nassau & Suffolk)

Nassau/Suffolk TCC Program Highlights
Nassau/Suffolk Project Listings

New York City (Five Boroughs)

New York City TCC Program Highlights
New York City Project Listings

APPENDICIES

Funding Codes
Project Category Definitions
Disposition of FFY 2006-2010 TIP
Summary of Comments & Responses
*Resolution

* Not available as of this printing and will be incorporated into the final approved document.

REGIONAL TIP OVERVIEW

WHAT IS NYMTC

DEVELOPING THE TIP

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) for New York City, Long Island and the lower Hudson Valley as designated by the Governor of the State of New York and certified by the Federal government. NYMTC provides its region with a collaborative planning forum to address transportation-related issues from a regional perspective, plan for and make decisions on the use of Federal transportation funds. The Federal government requires an MPO 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 Regional Transportation Plan (minimum 20 year – the “Plan”)
- A medium-range Transportation Improvement Program (4 to 5 year program – the “TIP”)
- An annual Unified Planning Work Program (one year – the “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 the five counties of New York City plus the five suburban counties in Long Island and the lower Hudson Valley. It encompasses an area of 2,440 square miles and had a 2005 population of over 13 million, approximately 67.4 percent of New York State's population and 4.4 percent of the population of the nation. The region has one of the most extensive transportation networks in the world. In 2005 the region had 24,980 centerline miles of roads, streets and highways, as well as several commercial airports and maritime facilities for both passenger and freight. According to the 2007 MTA operating budget report, there were 1,369 track miles of commuter rail and 689 track miles of rail rapid transit.

This network has given the region a distinct competitive edge as a major national and international commercial center. On an average weekday in 2005, the region's transportation network carries 585,500 people on commuter rail, 4.8 million on buses, 6.5 million on rail rapid transit, 101,314 on ferries, 243,100 on airlines, and millions more on the region's roads. In addition, 815,000 people travel between New York and New Jersey by rail and bus, and thousands more via roads, bridges and tunnels. Additional statistics may be found in the NYMTC produced *Regional Transportation Statistical Report* and the *Hub Bound Report*; both found at the NYMTC web site (www.nymtc.org).

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 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 public comment period for the 2008-2012 TIP is scheduled for August 23, 2007 through September 21, 2007. A public meeting will be held on September 10, 2007. 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

The NYMTC TIP is fully updated every two years. Priorities are reevaluated between updates with urgent improvements advancing through an amendment process in between updates.

Since the TIP is an enabling document, certain projects or project phases may no longer appear on the TIP, specifically those that are obligated (authorization of Federal funds) or have fully been 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 \$35 billion in transportation improvements are identified in the TIP for Federal Fiscal Years 2008 through 2012.

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, inclusion is required in order for a project to request Federal authorization. It's important to note that the programming step does not actually grant funds to individual projects. Once authorized, it enables the future reimbursement of funds for these projects.

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
2008-2012 Transportation Improvement Program**

Table 1: Federal & Non-Federal Fund Summary

Fund Source	(FFY \$ in millions)					
	NYMTC Total	FFY08	FFY09	FFY10	FFY11	FFY12
Congestion Mitigation Air Quality	858.943	329.911	131.427	162.726	139.590	95.289
Discretionary Federal-Aid	16.333	9.580	2.643	0.000	4.110	0.000
Federal Miscellaneous	102.616	61.274	16.389	1.640	14.244	9.069
HWY Bridge Replacement & Rehab	1,721.506	332.749	277.325	399.307	364.959	347.166
Interstate Maintenance	251.507	39.936	65.255	76.478	32.859	36.979
National Highway System	440.536	113.325	56.714	116.051	71.748	82.698
Surface Trans Program (Urban)	583.529	146.821	109.515	128.343	96.805	102.045
Surface Trans Program (Flex)	436.022	132.520	93.333	65.510	69.337	75.322
Surface Trans Program (Safety)	53.023	15.021	6.521	1.073	16.408	14.000
Surface Trans Program (Other)	17.586	10.729	2.457	0.000	0.000	4.400
Rec. Trails & Scenic Byway	0.669	0.537	0.033	0.033	0.033	0.033
FTA Section 5307	2,177.371	520.759	477.699	495.440	325.984	357.489
FTA Section 5309	4,060.627	849.341	862.287	825.563	759.153	764.283
FTA Section (Other)	0.208	0.052	0.052	0.052	0.025	0.027
Federal Sub-total	10,720.476	2,562.555	2,101.650	2,272.216	1,895.255	1,888.800
Local (Gov't/Auth/Pub Corp)	20,483.841	4,706.712	3,055.094	3,983.308	3,938.010	4,800.717
New York State	3,746.016	535.380	902.329	875.116	603.436	829.755
Non-Federal Sub-total	24,229.857	5,242.092	3,957.423	4,858.424	4,541.446	5,630.472
Regional Totals	34,950.333	7,804.647	6,059.073	7,130.640	6,436.701	7,519.272

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

Fund Source	(FFY \$ in millions)			
	NYMTC Total	Mid-Hudson South	New York City	Nassau/Suffolk
Congestion Mitigation Air Quality	858.943	107.743	573.568	177.632
Discretionary Federal-Aid	16.333	16.333	0.000	0.000
Federal Miscellaneous	102.616	34.952	11.484	56.180
HWY Bridge Replacement & Rehab	1,721.506	150.841	1442.221	128.444
Interstate Maintenance	251.507	59.512	133.887	58.108
National Highway System	440.536	27.169	211.894	201.473
Surface Trans Program (Urban)	583.529	73.118	393.061	117.350
Surface Trans Program (Flex)	436.022	158.966	148.091	128.965
Surface Trans Program (Safety)	53.023	17.768	9.564	25.691
Surface Trans Program (Other)	17.586	0.000	12.135	5.451
Rec. Trails & Scenic Byway	0.669	0.165	0.000	0.504
FTA Section 5307	2,177.371	382.501	1289.467	505.403
FTA Section 5309	4,060.627	232.083	2405.997	1,422.547
FTA Section (Other)	0.208	0.208	0.000	0.000
Federal Sub-total	10,720.476	1,261.359	6,631.369	2,827.748
Local (Gov't/Auth/Pub Corp)	20,483.841	878.153	13,571.708	6,033.980
New York State	3,746.016	799.824	1552.667	1,393.525
Non-Federal Sub-total	24,229.857	1,677.977	15,124.375	7,427.505
Regional Totals	34,950.333	2,939.336	21,755.744	10,255.253

Note: These fund summaries do not include the Port Authority of New York & New Jersey program, New York State Bridge Authority (34.065), nor MTA Bridges & Tunnels (1,070.490). Their projects do not require Council action and are listed in the document for information only.

**New York Metropolitan Transportation Council
2008-2012 Transportation Improvement Program**

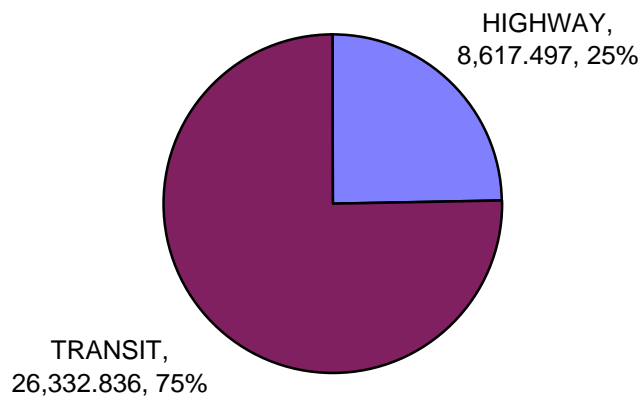
Table 3 - Worktype Summary

(FFY \$ in millions)

<u>Worktype</u>	<u>NYMTC REGION</u>		<u>MHSTCC</u>		<u>N/STCC</u>		<u>NYCTCC</u>	
<u>HIGHWAY</u>								
Bridge	3242.506	9.3%	547.033	18.6%	326.815	3.2%	2368.658	10.9%
Construction	379.711	1.1%	84.66	2.9%	288.801	2.8%	6.250	0.0%
Intersection	187.731	0.5%	121.599	4.1%	41.132	0.4%	25.000	0.1%
Miscellaneous	629.900	1.8%	34.231	1.2%	242.782	2.4%	352.887	1.6%
Mobility	789.466	2.3%	89.309	3.0%	220.459	2.1%	479.698	2.2%
Recon & Preserv.	604.253	1.7%	69.081	2.4%	251.151	2.4%	284.021	1.3%
Reconstruction	1617.987	4.6%	499.417	17.0%	586.419	5.7%	532.151	2.4%
Safety	735.730	2.1%	97.592	3.3%	297.760	2.9%	340.378	1.6%
Studies	19.070	0.1%	0.000	0.0%	15.570	0.2%	3.500	0.0%
Traffic	411.143	1.2%	112.054	3.8%	77.524	0.8%	221.565	1.0%
Highway Subtotal	8,617.497	24.7%	1,654.976	56.3%	2,348.413	22.9%	4,614.108	21.2%
<u>TRANSIT</u>								
Commuter Rail	3,828.752	11.0%	1,062.417	36.1%	2,758.835	26.9%	7.500	0.0%
Surface Bus	2,429.421	7.0%	209.324	7.1%	238.844	2.3%	1,981.253	9.1%
Subway	12,414.291	35.5%	0.000	0.0%	0.000	0.0%	12,414.291	57.1%
Ferry	47.508	0.1%	12.619	0.4%	0.000	0.0%	34.889	0.2%
Mega-Projects	7,612.864	21.8%	0.000	0.0%	4,909.161	47.9%	2,703.703	12.4%
Transit Subtotal	26,332.836	75.3%	1,284.360	43.7%	7,906.840	77.1%	17,141.636	78.8%
TOTAL	34,950.333		2,939.336		10,255.253		21,755.744	

Mega-projects are LIRR East-Side Access (\$4.9B) and the NYCTransit 2nd Avenue Subway (\$2.7B).

Figure 2 - NYMTC Region Highway & Transit Funding Split



New York Metropolitan Transportation Council
2008-2012 Transportation Improvement Program

Figure 3 - NYMTC Region Highway Summary

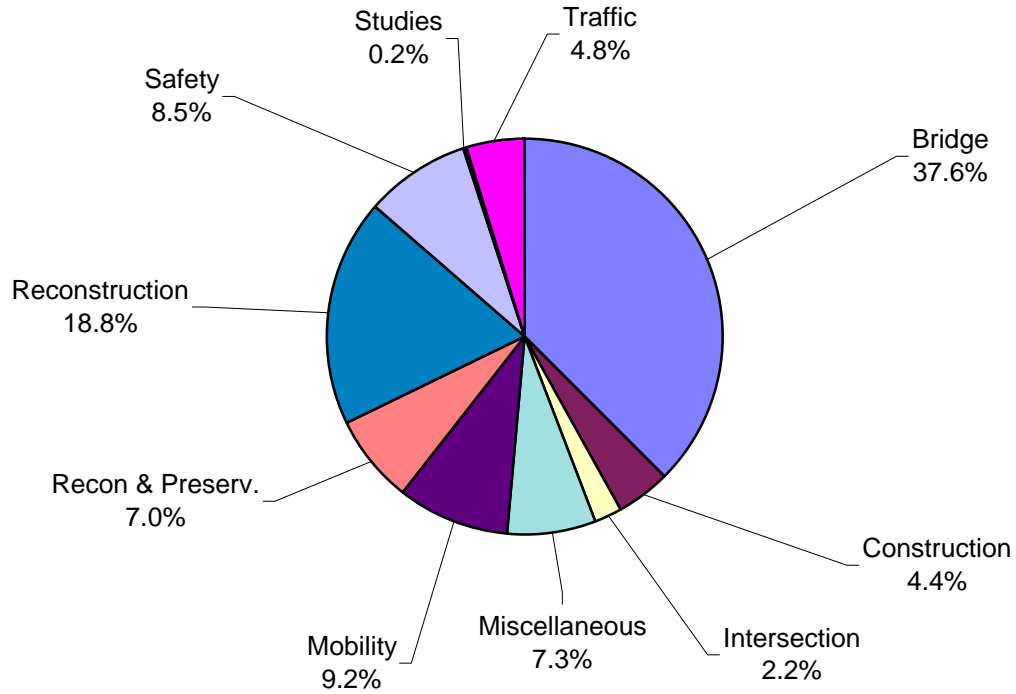
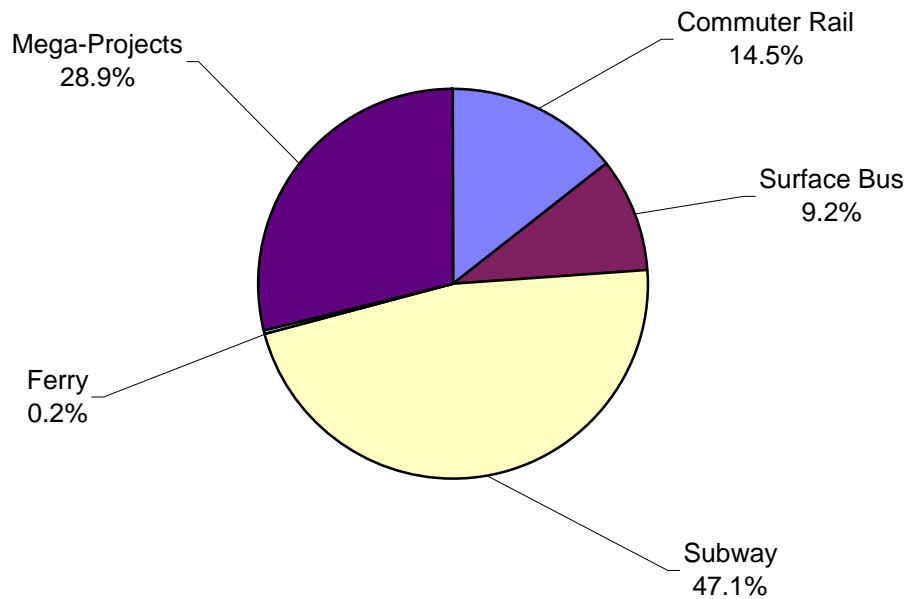
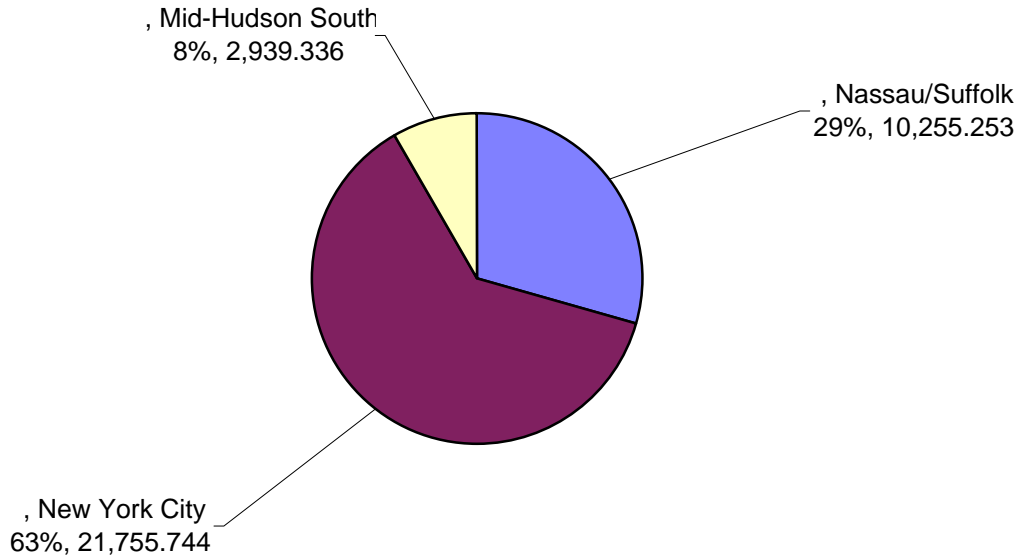


Figure 4 - NYMTC Region Transit Summary



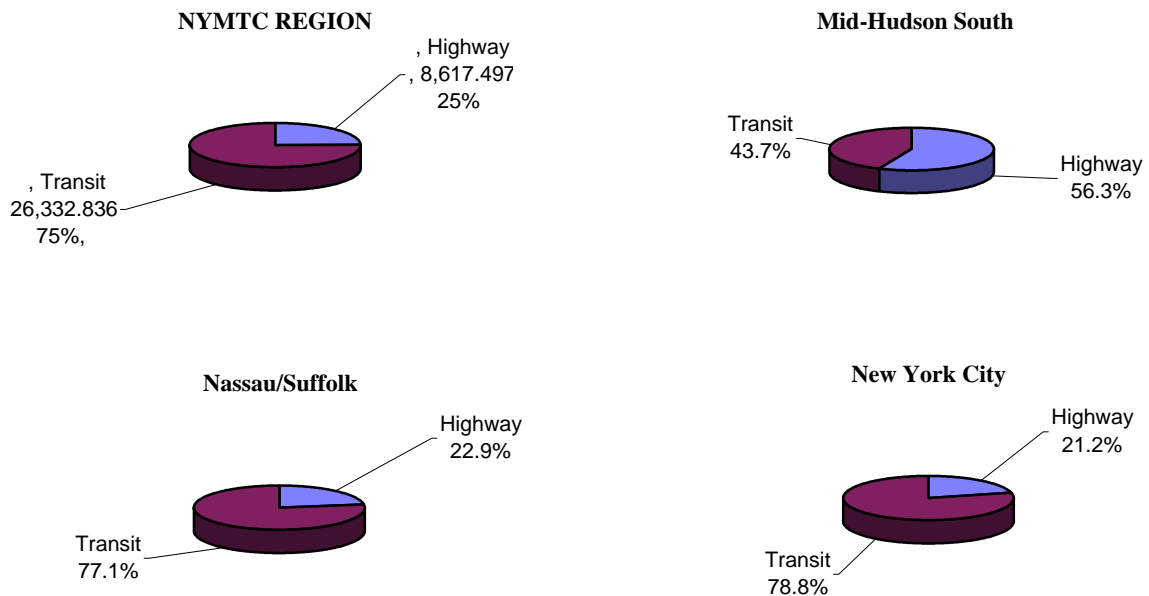
**New York Metropolitan Transportation Council
2008-2012 Transportation Improvement Program**

Figure 5 - Summary by Subregions



Note: Does not include PANYNJ, NYS Bridge (0.1%), or MTA B&T (3.0%)

Figure 6 - Subregional Highway - Transit Splits



Consistency with the Regional Transportation Plan (RTP)

The TIP must be consistent with the goals, objectives and policies of the RTP, and is a fiscally constrained subset of the RTP. As a subset of the RTP the TIP must demonstrate compliance with all federal laws including the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* and the Clean Air Amendments Act of 1990 (CAAA). Additionally, the TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding but this cannot occur unless the TIP comes from the currently approved RTP.

The overall planning process is guided by the eight planning factors mandated in SAFETEA-LU:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 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.

Financial Plan

Another requirement of SAFETEA-LU is the Financial Plan for the TIP and the RTP. This stand-alone document shows the link between both documents fiscal constraint. An interim financial plan has been produced for this TIP Update and will be available for downloading on the TIP webpage. A full financial plan will be done as part of the RTP update in 2009.

Air Quality Conformity

The CAAA requires USEPA to establish the national ambient air quality standards (NAAQS) for various pollutants. Areas where air quality monitoring shows a violation of the NAAQS are designated “non-attainment.” By law the NYSDEC is required to produce a plan, known as the *State Implementation Plan (SIP)* that details how sufficient emission reductions, including reductions in the mobile source sector, will be achieved to meet the NAAQS. In addition, non-attainment areas are subject to a provision in CAA §176(c) known as *transportation conformity*.

Whenever NYMTC updates or revises its TIP or Plan, the demonstration of conformity with air quality budgets at certain milestone dates is produced as required under the Clean Air Act. A complete quantitative demonstration of air quality conformity of the current 2005-2030 Plan and

this 2008-2012 TIP update is posted on the NYMTC web site and available for review concurrently with the TIP public review period.

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.

LEAD AGENCY	DESCRIPTION	FUND SOURCES	TOTAL 5-YEAR PROGRAM in-millions	5- YEAR PROGRAM-STARTING		
PIN WORK TYPE		FUND/OB DATE		Pre-FY 2008	1 st Year FFY08	2 nd FY
AQ CODE	COUNTY					

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*)

AQ CODE - Identifies exemption code used for the Air Quality regional conformity analysis

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, or in case of transit the year the grant is to be programmed

PHASE - Identifies the phase that is funded

- CONST = Construction, Overrun, RR forced account, Utility
- CONINSP = Construction Inspection
- DETLDES = Detailed Design
- MISC = Miscellaneous
- PRELDES = Preliminary Design
- ROWACQU = Right-Of-Way
- ROWINCD = Incidental Right-Of-Way
- SCOPING = Scoping, scoping may also be annotated PRELDES