NEW YORK METROPOLITAN TRANSPORTATION COUNCIL’S NEXT REGIONAL TRANSPORTATION PLAN

REGIONAL TRANSPORTATION PLAN
PLAN 2045
MAINTAINING THE VISION FOR A SUSTAINABLE REGION

DRAFT FOR PUBLIC REVIEW, STARTS MAY 1, 2017 AND ENDS MAY 30, 2017
WHAT IS THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL?

• A “Metropolitan Planning Organization” for New York City, Long Island & 3 counties in the Lower Hudson Valley)
  – Regional council of governments
  – Nine voting & seven advisory members
• Required by Federal legislation which authorizes funding for transportation
• Responsible for the mandated metropolitan transportation planning process
MEMBERSHIP

ADVISORY MEMBERS: New Jersey Transit, North Jersey Transportation Planning Authority, Federal Transit Administration, Federal Highway Administration, U.S. Environmental Protection Agency, NYS Department of Environmental Conservation
PLANNING AREA

[Map of the New York Metropolitan Transportation Council planning area, showing counties such as New York, Westchester, Fairfield, and Nassau.]
METROPOLITAN TRANSPORTATION PLANNING PROCESS

- Project Planning and Implementation (implements improvements)
- Regional Transportation Plan (defines long-range needs)
- Congestion Management Process and Regional Emissions Analysis (analyzes impacts)
- Unified Planning Work Program and Members’ Planning (defines the improvements)
- Transportation Improvement Program (defines schedule and funding)
MAJOR ELEMENTS OF TRANSPORTATION INFRASTRUCTURE FUNDING

- Federal authorization & appropriations legislation
  - Federal discretionary programs
  - Formula allocations to & within states & urbanized areas
  - NYS & public authority capital funding
- Planning process through Metropolitan Planning Organizations
  - County & municipal capital funding

Transportation planning
Transportation infrastructure: roadways & non-motorized
Transportation infrastructure: transit
Transportation programs
WHAT IS THE REGIONAL TRANSPORTATION PLAN?

The Plan is a federally-required planning product and is THE BASIS for federal transportation funding in the NYMTC planning area.

It is a blueprint that helps guide funding of investments in the NYMTC planning area over a (minimum) 20-YEAR TIMEFRAME.

It is based on NYMTC members’ shared strategic vision for the region as represented through the goals & outcomes outlined in the Plan.
WHY A NEW PLAN?

- Federal requirement for a new Plan every 4 years
- New information on population & employment growth – changing demands & trends
- Updated transportation funding sources
- New information on costs & other financial inputs
- Revised regional priorities as determined by NYMTC’s members
- New federal requirements & priorities
- Technological developments
- New air quality forecasts
THE CHALLENGES OF THE FUTURE
NYMTC’s planning area is projected to grow in population from **12 million to 14.3 million by 2045**, which will increase usage of our transportation system.

The current transportation system already supports millions of daily passenger trips by bus, rail, rapid transit, commuter rail, ferries and private vehicles, as well as millions of tons of freight moving by truck, rail and water.

**Plan 2045** provides the necessary planning framework and guidance for the transportation system’s future development.
New York City is forecasted to add the highest total number of daily trips and transit trips through 2045, with nearly 1.3 million more daily trips, almost 1 million of which will be taken on transit.

Lower Hudson Valley and Long Island will experience significant growth rates in daily trips and daily transit trips.

The Lower Hudson Valley is expected to have the highest rate of growth through the 2045 horizon year, with an increase in population of 17.5 percent and in civilian labor force of 16.8 percent.

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2045</th>
<th>Percent Change 2017 to 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYC</td>
<td>8.4 million</td>
<td>9.1 million</td>
<td>7.5%</td>
</tr>
<tr>
<td>LI</td>
<td>2.9 million</td>
<td>3.3 million</td>
<td>14.5%</td>
</tr>
<tr>
<td>LHV</td>
<td>1.4 million</td>
<td>1.7 million</td>
<td>18.0%</td>
</tr>
<tr>
<td><strong>Employment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYC</td>
<td>4.9 million</td>
<td>5.3 million</td>
<td>7.2%</td>
</tr>
<tr>
<td>LI</td>
<td>1.3 million</td>
<td>1.5 million</td>
<td>11.3%</td>
</tr>
<tr>
<td>LHV</td>
<td>0.6 million</td>
<td>0.7 million</td>
<td>10.9%</td>
</tr>
<tr>
<td><strong>Civilian Labor Force</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYC</td>
<td>4.3 million</td>
<td>4.6 million</td>
<td>6.4%</td>
</tr>
<tr>
<td>LI</td>
<td>1.5 million</td>
<td>1.7 million</td>
<td>13.0%</td>
</tr>
<tr>
<td>LHV</td>
<td>0.7 million</td>
<td>0.8 million</td>
<td>17.4%</td>
</tr>
<tr>
<td><strong>Average Household Size</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NYC</td>
<td>2.57</td>
<td>2.57</td>
<td>0.0%</td>
</tr>
<tr>
<td>LI</td>
<td>2.90</td>
<td>2.85</td>
<td>-1.7%</td>
</tr>
<tr>
<td>LHV</td>
<td>2.73</td>
<td>2.54</td>
<td>-0.4%</td>
</tr>
</tbody>
</table>

Source: NYMTC
TIME SPENT ON OUR ROADWAYS

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2045</th>
<th>Percent Change 2017 to 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Daily Trips</td>
<td>17.14 mil.</td>
<td>18.40 mil.</td>
<td>7.3%</td>
</tr>
<tr>
<td></td>
<td>7.00 mil.</td>
<td>7.88 mil.</td>
<td>12.4%</td>
</tr>
<tr>
<td></td>
<td>3.09 mil.</td>
<td>3.56 mil.</td>
<td>15.0%</td>
</tr>
<tr>
<td>Daily Auto Trips</td>
<td>7.86 mil.</td>
<td>8.19 mil.</td>
<td>4.2%</td>
</tr>
<tr>
<td></td>
<td>6.74 mil.</td>
<td>7.54 mil.</td>
<td>11.8%</td>
</tr>
<tr>
<td></td>
<td>2.75 mil.</td>
<td>3.13 mil.</td>
<td>14.0%</td>
</tr>
<tr>
<td>Daily Transit Trips</td>
<td>9.27 mil.</td>
<td>10.20 mil.</td>
<td>10.0%</td>
</tr>
<tr>
<td></td>
<td>0.27 mil.</td>
<td>0.35 mil.</td>
<td>27.5%</td>
</tr>
<tr>
<td></td>
<td>0.35 mil.</td>
<td>0.43 mil.</td>
<td>23.5%</td>
</tr>
<tr>
<td>Daily Vehicle Miles of Travel</td>
<td>64.89 mil.</td>
<td>68.93 mil.</td>
<td>6.2%</td>
</tr>
<tr>
<td></td>
<td>68.84 mil.</td>
<td>77.08 mil.</td>
<td>12.0%</td>
</tr>
<tr>
<td></td>
<td>34.05 mil.</td>
<td>38.73 mil.</td>
<td>13.8%</td>
</tr>
<tr>
<td>Daily Vehicle Hours of Travel</td>
<td>2.55 mil.</td>
<td>2.77 mil.</td>
<td>8.7%</td>
</tr>
<tr>
<td></td>
<td>2.08 mil.</td>
<td>2.41 mil.</td>
<td>15.6%</td>
</tr>
<tr>
<td></td>
<td>0.90 mil.</td>
<td>1.05 mil.</td>
<td>15.8%</td>
</tr>
</tbody>
</table>

Source: NYMTC

- The **Lower Hudson Valley** is forecast to have the highest rate of increase in VMT at 13.8 percent (or over 4.5 million miles), with **Rockland County** forecast to see a 21.9 percent increase.
- **Long Island** will experience a greater total increase in VMT with over 8 million additional miles traveled.
FREIGHT ON THE MOVE

Freight Tonnage by Mode, 2012 and 2045

Within the NYMTC planning area, there is an estimate increase of 67 percent for overall freight movement to **83 million tons by 2045**.

Forecasts indicate overall economic growth, transportation of goods, consumer spending and increased use of distribution networks in the NYMTC planning area.

Source: 2012 IHS Global Insight Transearch Data, 2012 Surface Transportation Board (STB) Waybill Sample
RESPONDING TO THE CHALLENGES
**PLAN 2045’S STRATEGIC FRAMEWORK**

- Strategic Goals
- Related Desired Outcomes
- Near-Term Actions
- Sustainability Features
PLAN 2045 STRATEGIC GOALS

Strategic Goals

Enhance the regional environment

Preserve the existing transportation system

Improve the regional economy

Improve the regional quality of life

Provide convenient, flexible transportation access within the region

Provide the case for obtaining resources to implement regional investments

Enhance the safety & security of the transportation system

Improve the resiliency of the regional transportation system

Preserve the existing environment

Each goal is accompanied by a number of desired outcomes
<table>
<thead>
<tr>
<th>PLAN 2045 ACTION AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation System Management and Operations (TSM&amp;O)</td>
</tr>
<tr>
<td>Congestion Management</td>
</tr>
<tr>
<td>Transportation Safety, Security And Emergency Management</td>
</tr>
<tr>
<td>Transportation System Improvements</td>
</tr>
<tr>
<td>Planning for Sustainability</td>
</tr>
<tr>
<td>Improving Goods Movement</td>
</tr>
<tr>
<td>Improving Specialized Transportation</td>
</tr>
<tr>
<td>Responding To Change</td>
</tr>
</tbody>
</table>
WHAT WILL PLAN 2045 COST?

Nearly $627 billion in year-of-expenditure (YOE) dollars will likely be needed through the 2045 horizon year to adequately operate and maintain system components and services.

Roughly $463 billion in YOE dollars for System Preservation projects and strategies.

Approximately $33 billion for various System Enhancement projects.
CONGESTION MANAGEMENT

- One of NYMTC’s required planning products is the Congestion Management Process (CMP) Status Report.

- The 2017 CMP Status Report forecasts future traffic congestion and specific performance measures.

- It is published every four years with the release of NYMTC’s Regional Transportation Plan.
CONGESTION FORECASTS

Figure 5.7 - NYMTC Planning Area Daily Vehicle Miles Traveled by County

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Base Year</th>
<th>2045 Build Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>8,859,310</td>
<td>13,244,902</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>12,397,123</td>
<td>13,244,902</td>
</tr>
<tr>
<td>Manhattan</td>
<td>8,804,883</td>
<td>9,368,120</td>
</tr>
<tr>
<td>Queens</td>
<td>19,658,724</td>
<td>21,083,999</td>
</tr>
<tr>
<td>Staten Island</td>
<td>5,694,789</td>
<td>6,170,281</td>
</tr>
<tr>
<td>Nassau</td>
<td>29,231,875</td>
<td>32,778,256</td>
</tr>
<tr>
<td>Suffolk</td>
<td>40,983,205</td>
<td>46,643,765</td>
</tr>
<tr>
<td>Putnam</td>
<td>3,484,730</td>
<td>3,935,760</td>
</tr>
<tr>
<td>Rockland</td>
<td>8,275,831</td>
<td>10,180,661</td>
</tr>
<tr>
<td>Westchester</td>
<td>24,679,612</td>
<td>28,207,147</td>
</tr>
</tbody>
</table>
CONGESTION FORECASTS

Figure 5.6 - NYMTC Planning Area Daily Person Hours of Delay by County

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Base Year</th>
<th>2045 Build Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>285,986</td>
<td>345,873</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>571,845</td>
<td>699,072</td>
</tr>
<tr>
<td>Manhattan</td>
<td>576,176</td>
<td>677,331</td>
</tr>
<tr>
<td>Queens</td>
<td>1,183,387</td>
<td>1,429,132</td>
</tr>
<tr>
<td>Staten Island</td>
<td>98,927</td>
<td>144,065</td>
</tr>
<tr>
<td>Nassau</td>
<td>622,832</td>
<td>943,005</td>
</tr>
<tr>
<td>Suffolk</td>
<td>513,480</td>
<td>844,358</td>
</tr>
<tr>
<td>Putnam</td>
<td>4,734</td>
<td>6,924</td>
</tr>
<tr>
<td>Rockland</td>
<td>34,907</td>
<td>67,271</td>
</tr>
<tr>
<td>Westchester</td>
<td>164,625</td>
<td>263,582</td>
</tr>
</tbody>
</table>
NYMTC’s CMP Toolbox includes transportation systems management strategies that can mitigate congestion. These include:

- Increasing highway capacity through use of breakdown lanes or medians and creation of managed use lanes; and
- Encouraging transit use by making transit service more attractive through pricing, service improvements, and enhanced customer information; and
- Roadway and sidewalk enhancements aimed at increasing pedestrian and bicycle safety and accessibility; and
- Alternative work hours, telecommuting, ridesharing and other programs that reduce driving; and
- Technology-based strategies/projects that assist in vehicular and pedestrian mobility; and
- Vehicular movement restrictions, interchange modifications, access management and other roadway design changes; and
- Mixed-use and transit-oriented development; and
- Various parking policies that aim to decrease VMT and increase the use of alternative and/or non-motorized transportation options; and
- Trip reduction ordinances, congestion pricing, and truck restrictions which manage demand.
TRANSPORTATION CONFORMITY

The Clean Air Act Amendments of 1990 established National Ambient Air Quality Standards (NAAQS) for various pollutants.

Under the Clean Air Act, Plan 2045 must be accompanied by a Transportation Conformity Determination.

Transportation Conformity requires that projects in Plan 2045 and the Transportation Improvement Program (TIP) forecast future mobile source emissions levels.
REGIONAL EMISSIONS ANALYSIS

Forecasts of mobile source emissions for various pollutants based on what is planned for investment in Plan 2045 and the TIP.
WHAT’S NEXT?
NEXT STEPS IN THE ADOPTION OF PLAN 2045

- Spring 2016 - Public input via the Internet, workshops and focus groups
- Fall 2016 – Public input on specialized services via the Internet and workshops
- May 2017 -- Draft Plan & 30-day mandatory public comment period
- Summer 2017 – Final Plan adoption by NYMTC & Federal review

September 30, 2017
PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF PLAN 2045

*Plan 2045* was developed in part through a public involvement effort that engaged various constituencies in the NYMTC planning area. Public outreach included:

- Launching a website to disseminate information and use of the interactive online *MySidewalk* platform to gather input through a virtual public workshop; and
- An online survey for a specific Plan topic; and
- An explanatory video on the development of the *Plan 2045*; and
- Over 20 general public workshops and another ten customized workshops to explore specialized transportation services; and
- Five professionally-convened focus groups; and
- Consultations and technical advice on specific Plan topics from public advisory working groups; and
- Publicity through press releases, social media, ads and internet messaging boards, display ads at various conferences and meetings, newsletter and email communication and media announcements.
ONGOING PUBLIC INVOLVEMENT

NYMTC announces an opportunity for the public to offer comments and attend various public review meetings for the draft of its new Regional Transportation Plan (Plan 2045), related Congestion Management Process (CMP) Status Report and the draft Transportation Conformity Determination for the Plan and the 2017-2021 Transportation Improvement Program.

Public Review Meetings will held throughout the region:

**LOWER HUDSON VALLEY**

**PUTNAM**
MAY 10
3:30 p.m. & 6:30 p.m.
Cornerstone Park
1 Fair Street
Carmel, NY 10512

**WESTCHESTER**
MAY 11
3:30 p.m. & 6:30 p.m.
Westchester County Center
198 Central Avenue
White Plains, NY 10606

**NEW YORK CITY**

**MANHATTAN**
MAY 16
3:30 p.m. & 6:30 p.m.
NYMTC Office
25 Beaver Street
NY, NY 10004

**SUFFOLK**
MAY 23
3:30 p.m. and 6:30 p.m.
Riverhead Legislative Auditorium
Suffolk County Legislature
K. Griffing Building
300 Center Drive
Riverhead, NY 11901

**LONG ISLAND**

**NASSAU**
MAY 24
3:30 p.m. and 6:30 p.m.
Nassau County Legislature Chamber
1550 Franklin Avenue
Mineola, NY 11501

(These meetings will also be available as webinars)
3:30 p.m. Webinar: https://bit.ly/Plan2045-330PM
ID: 647 508 216
Password: Plan2045-330

6:30 p.m. Webinar: https://bit.ly/Plan2045-630PM
ID: 645 463 528
Password: Plan 2045-630
# HOW CAN YOU PARTICIPATE?

**ATTEND OUR PUBLIC REVIEW MEETINGS:**
Please RSVP by phone 212-383-7200 or E-mail Michael Giardina at [Michael.Giardina@dot.ny.gov](mailto:Michael.Giardina@dot.ny.gov)

**WEBINARS:** The May 16th Meetings may be attended in person or as webinars.
**Online Virtual Forum:** You can also comment online at the NYMTC Engagement Forum “MySidewalk” at: [www.nymtc.mysidewalk.com](http://www.nymtc.mysidewalk.com)

**OFFER COMMENT BY MAIL:** Comments may be sent by 4 p.m. on May 30th, 2017 to:
New York Metropolitan Transportation Council
Attn: Public Comment Period
25 Beaver Street, 2nd Floor New York, NY, 10004
**OFFER COMMENT BY EMAIL:** [nymtc-public-info@dot.ny.gov](mailto:nymtc-public-info@dot.ny.gov)
In the subject line, please indicate on which item you are commenting: Plan and CMP, or Conformity.

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LinkedIn: [linkedin.com/company/nymtc](https://www.linkedin.com/company/nymtc)