



New York Metropolitan Transportation Council

Plan 2040

Regional Transportation Plan
A Shared Vision for a Sustainable Region



ADOPTED ON SEPTEMBER 4, 2013 >>>>

What is the New York Metropolitan Transportation Council (NYMTC)?

- ◆ A regional council of governments
 - Designated as a *metropolitan planning organization*
 - Nine voting & seven advisory members



NYMTC's Planning Area

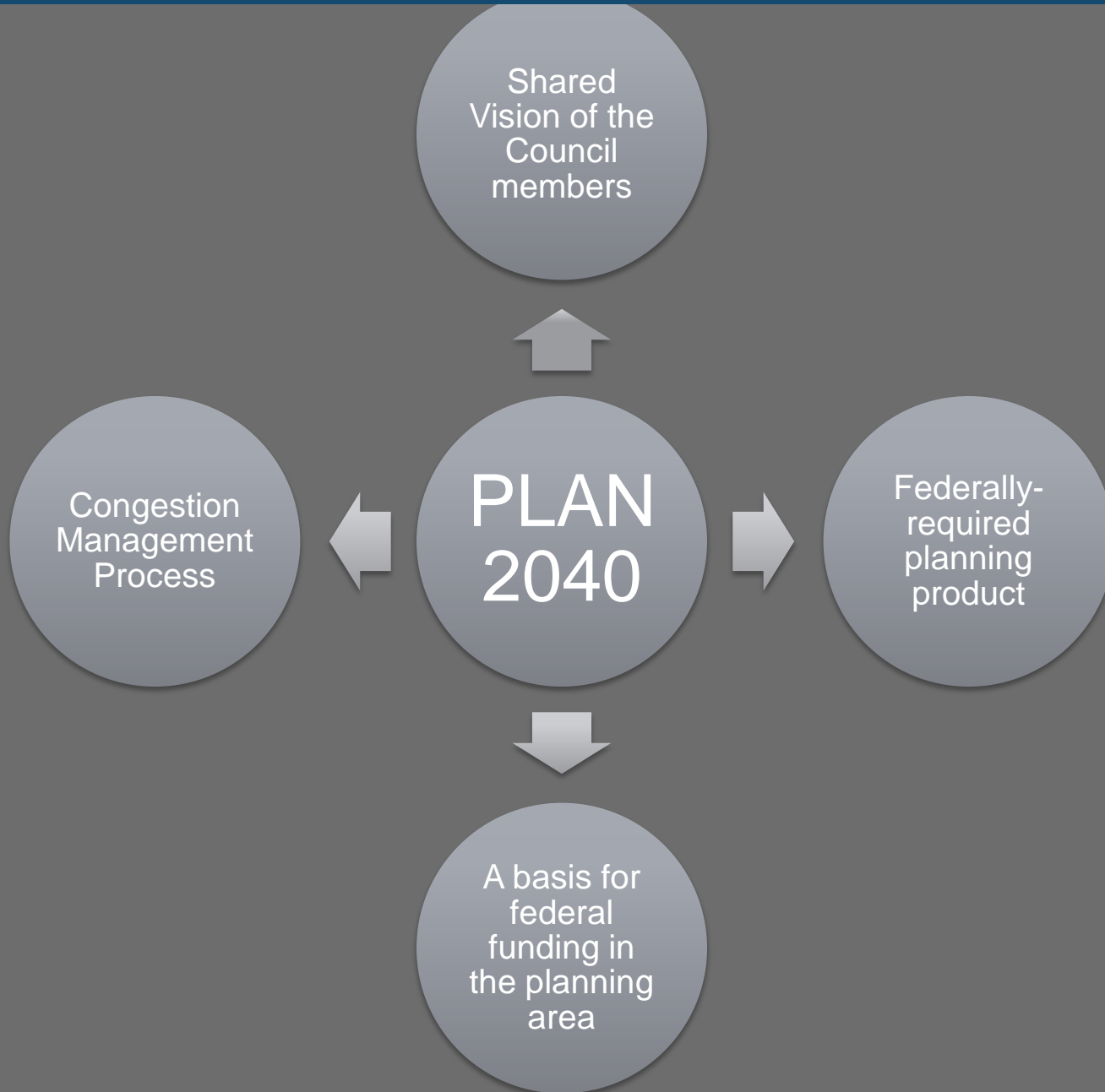


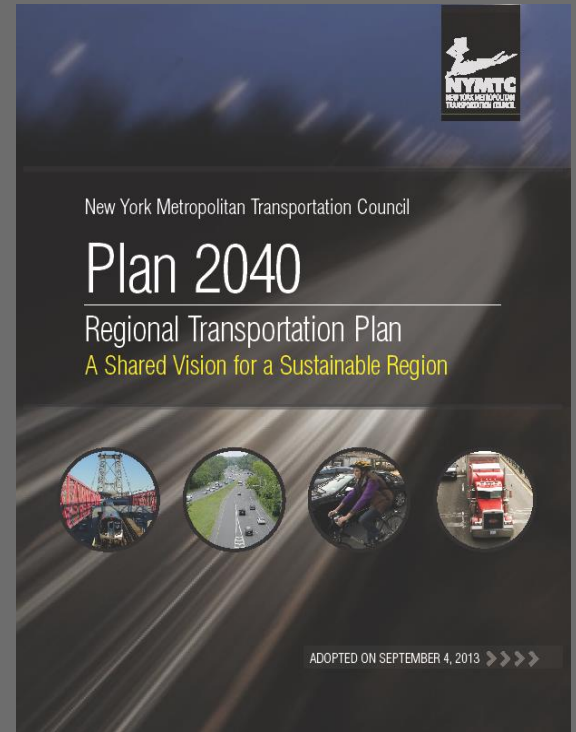
Long-Range Planning for Transportation in the NYMTC Planning Area



Metropolitan Transportation Planning Process







KEY ASSUMPTIONS

Assumptions Underlying Plan 2040

◆ Current and future demand

- Socio-economic & demographic forecasts
 - Population, employment, labor force, households
- Travel-all modes, freight, congestion, safety & security

◆ Current and future needs

- Infrastructure (the surface transportation system including system operations & management)
- Resources

Assumptions Underlying Plan 2040

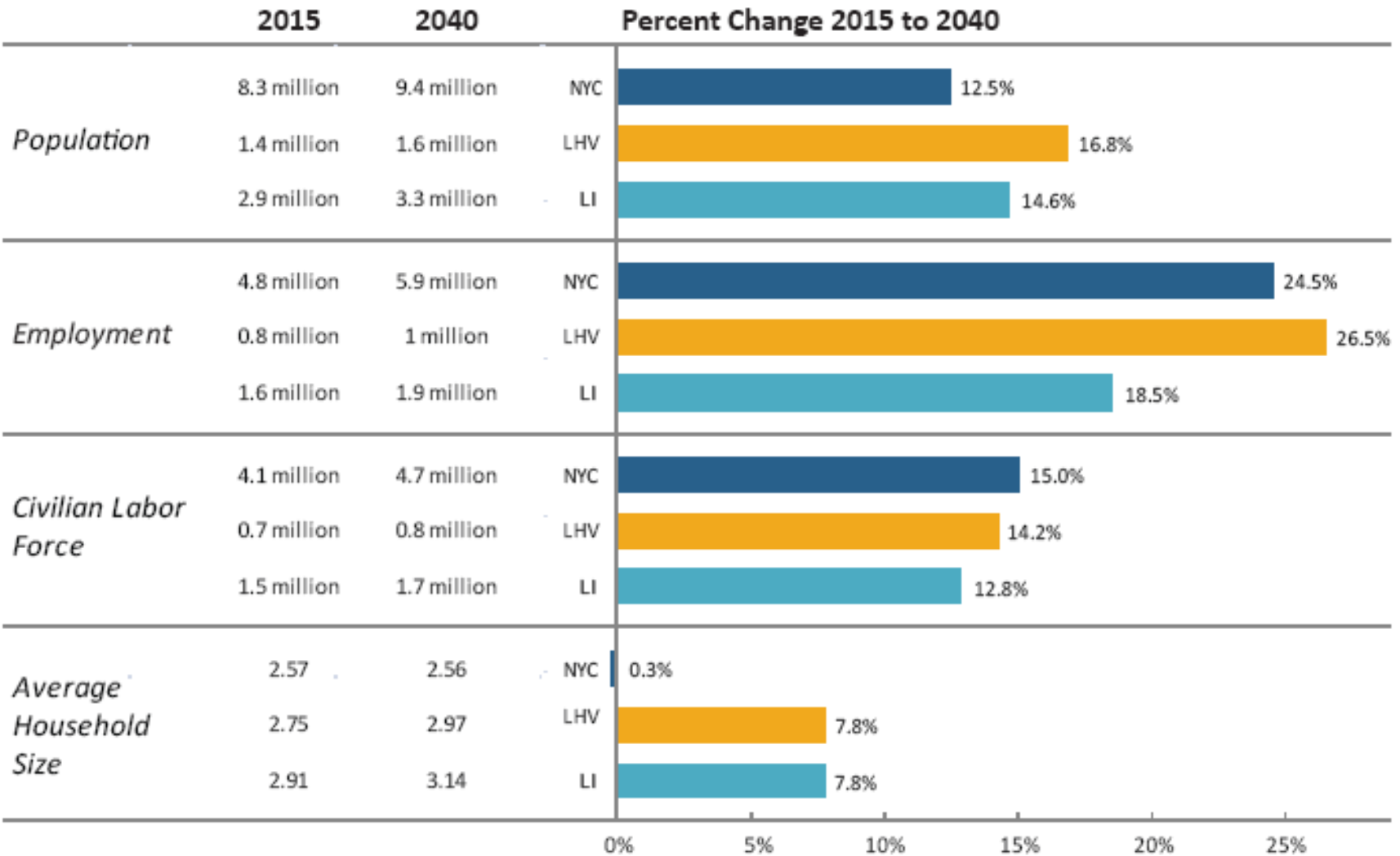
◆ Other overarching trends

- Resiliency and climate adaptation
- Fuel prices & consumption
- Clean energy for vehicles
- Technology changes
- Globalization & security
- Transportation & public health
- Transportation, housing & jobs

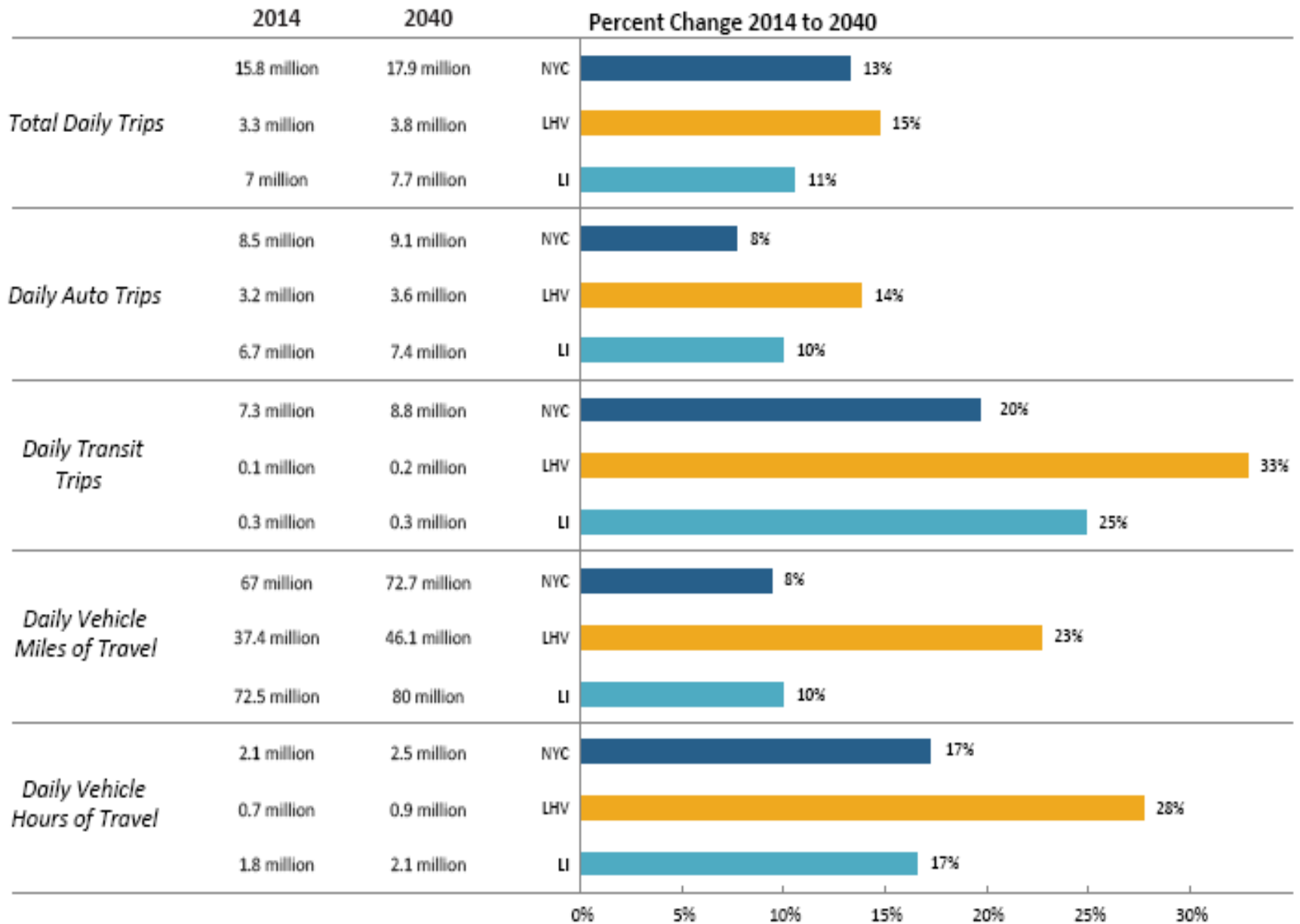
Comparison of Daily VMT per Capita and Travel Time Index with Other Metropolitan Areas

Metropolitan Area	2011 Population (million)	2011 Daily VMT/Capita (Freeway + Arterial)	2011 Travel Time Index
NYMTC Planning Area	12.4	15.7 (2014)	1.3 (2014)
Chicago	8.6	13.3	1.25
Philadelphia	5.4	14.9	1.26
Baltimore	2.5	17.9	1.23
Boston	4.3	17.9	1.28
Seattle	3.3	18.6	1.26
Los Angeles, Long Beach, Santa Ana	13.2	19.3	1.37
Washington D.C.	4.6	19.5	1.32
San Francisco Bay Area	4.1	20.1	1.22
Dallas-Fort Worth	5.3	20.3	1.26
Atlanta	4.4	21.3	1.24
Houston	4.1	23.1	1.26

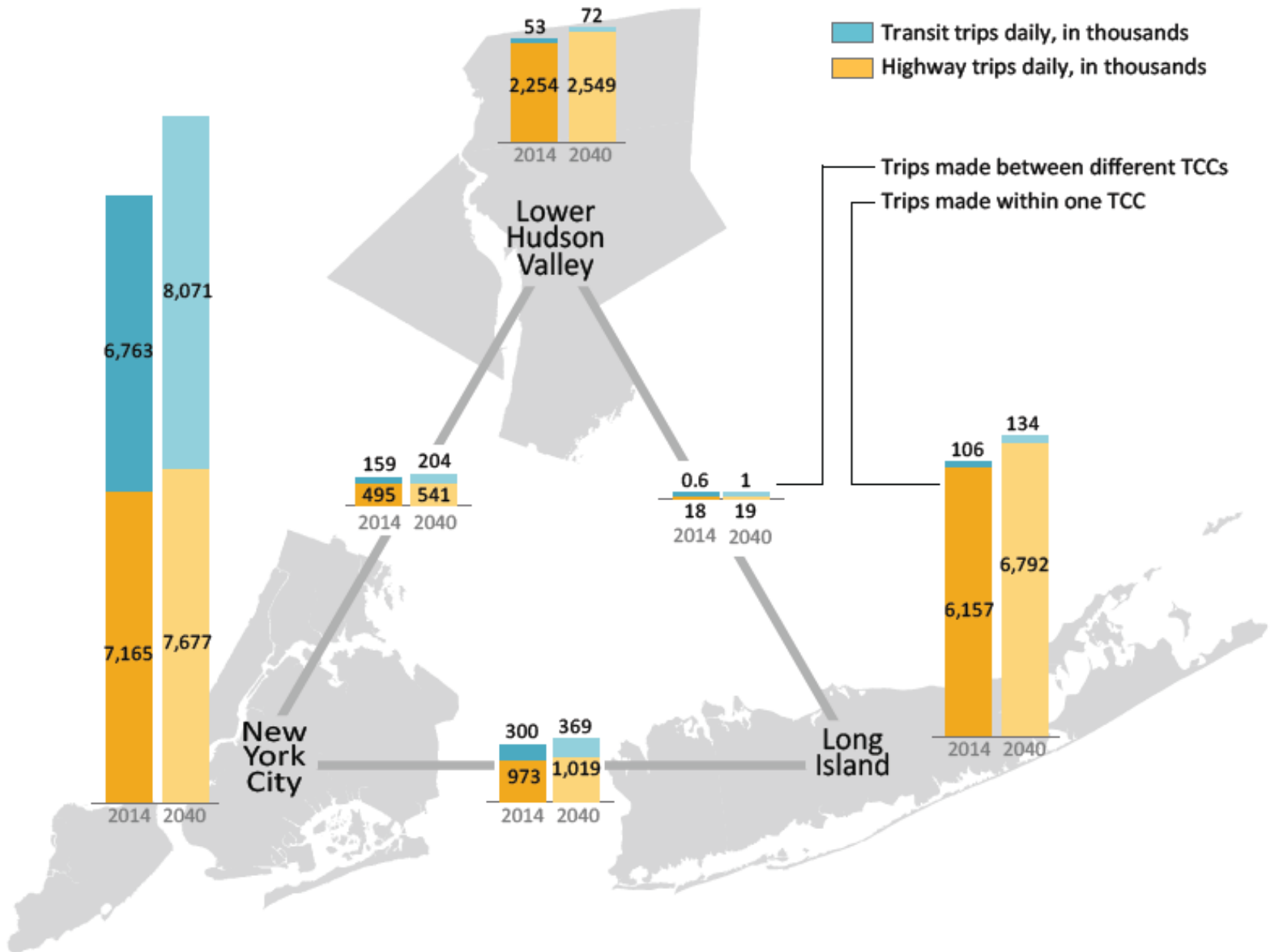
A Growing Region Population & Employment

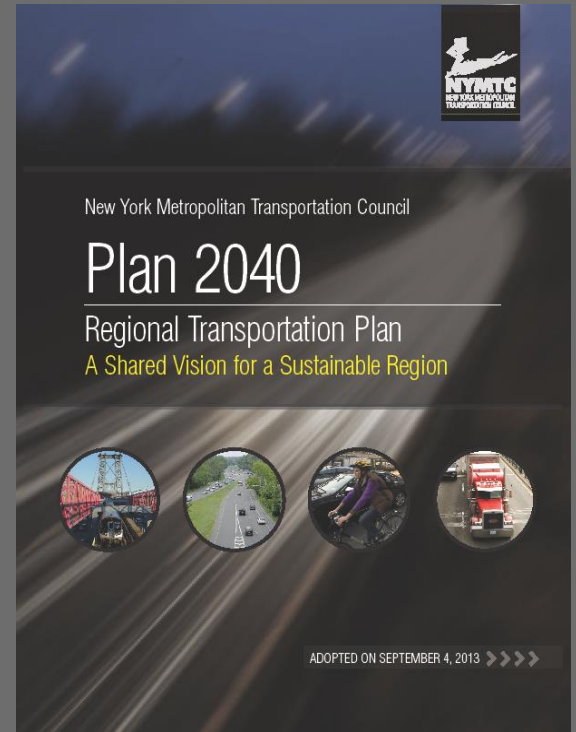


A Growing Region – Travel



Auto & Transit Travel, 2014 vs. 2040





SHARED VISION

Plan 2040's Shared Vision

Strategic Goals



Related Desired Outcomes



Land Use Designations



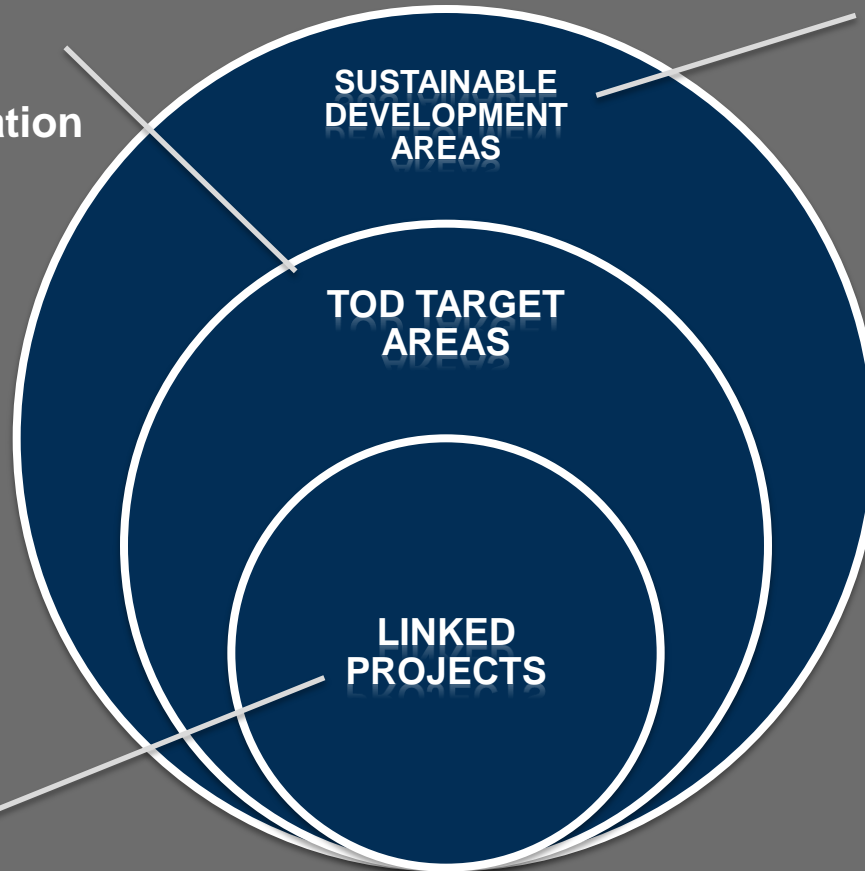
Strategic Transportation Initiatives and Investments

Each goal is accompanied by a number of desired outcomes



Land Use Designations

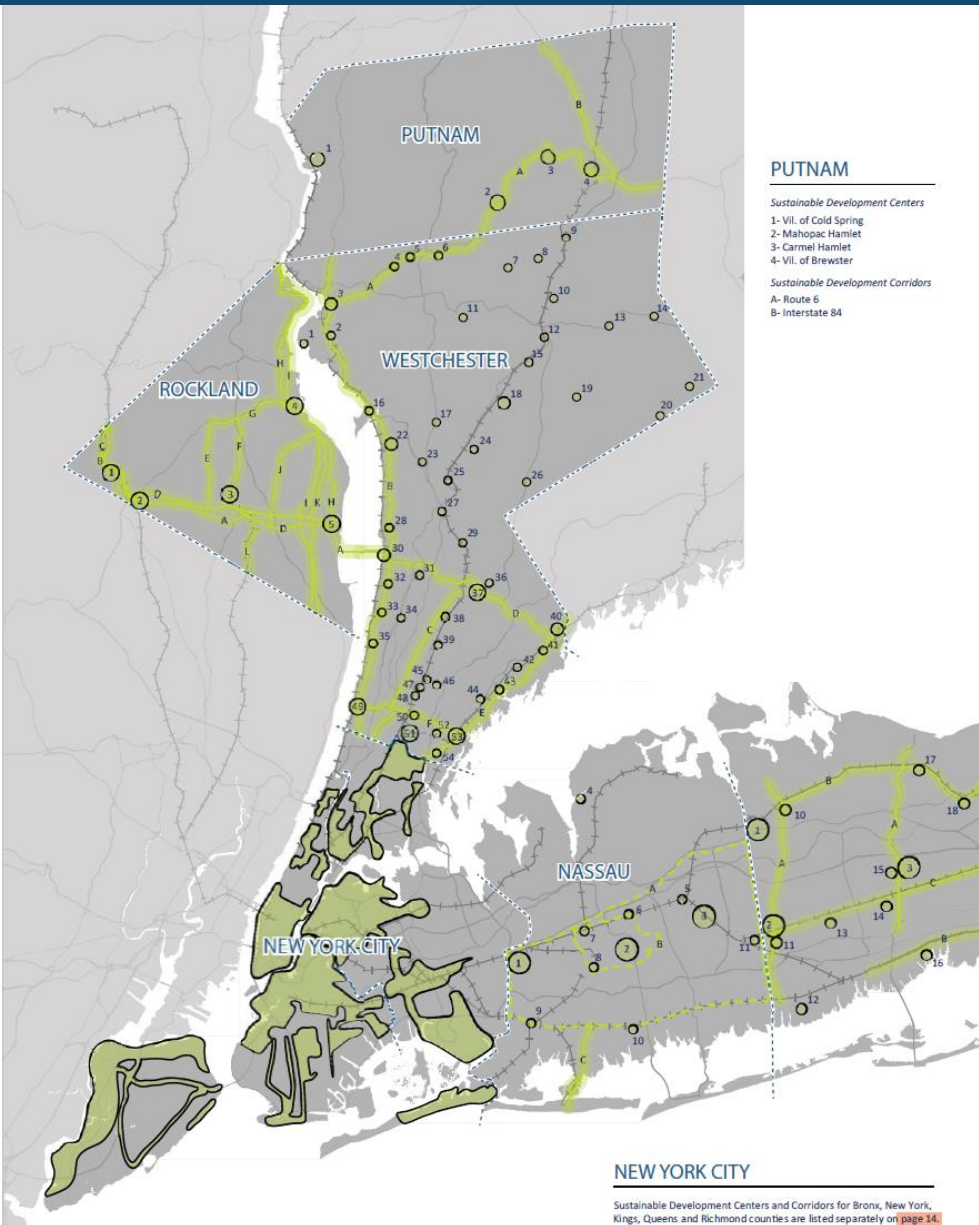
Areas of growth or development focused on existing or planned transportation services or facilities



- Members' desired growth areas
- Local growth areas
- Planned proposals and studies
- Areas of expected land use changes to promote sustainable residential and commercial growth

Specific project proposals linked directly to specific development projects

SHARED LAND USE DESIGNATIONS IN THE NYMTC PLANNING AREA



PUTNAM

Sustainable Development Centers

- 1- Vil. of Cold Spring
- 2- Mahopac Hamlet
- 3- Carmel Hamlet
- 4- Vil. of Brewster

Sustainable Development Corridors

- A- Route 6
- B- Interstate 84

NEW YORK CITY

Sustainable Development Centers and Corridors for Bronx, New York, Kings, Queens and Richmond counties are listed separately on page 14.

ROCKLAND

Sustainable Development Centers

- 1- Western Ramapo
- 2- Suffern
- 3- Spring Valley
- 4- Haverstraw
- 5- Nyack

Sustainable Development Corridors

- A- I-287/I-87: Sloatsburg to TZB
- B- Rte 17 & I-287: Mahwah to Sloatsburg
- C- Port Jervis/Main Bergen Rail Line: Sloatsburg to Suffern
- D- Rte 59: Suffern to Nyack
- E- Rte 306: Rte 59 to Rte 202
- F- Rte 45: Rte 59 to Rte 202
- G- Rte 202: Rte 306 to Rte 9W
- H- Rte 9W: Rte 59 to Bear Mtn Bridge
- I- CSX RR River Line: NJ to Bear Mtn Bridge
- J- Rte 304: Rte 59 to Rte 9W
- K- Rte 303: NJ to Rte 9W
- L- Pascack Valley Rail Line: Spring Valley to Pearl River

WESTCHESTER

Sustainable Development Centers

- 1- Verplank
- 2- Buchanan
- 3- Peekskill
- 4- Lake Mohegan
- 5- Shrub Oak
- 6- Jefferson Valley
- 7- Lincolnale
- 8- Somers
- 9- Croton Falls
- 10- Goldens Bridge
- 11- Yorktown Heights
- 12- Katonah
- 13- Cross River
- 14- South Salem
- 15- Bedford Hills
- 16- Croton-on-Hudson
- 17- Millwood
- 18- Mount Kisco
- 19- Bedford Village
- 20- Scotts Corners
- 21- Vista
- 22- Ossining
- 23- Brantcliff Manor
- 24- Chappaqua
- 25- Pleasantville
- 26- Armonk
- 27- Hawthorne
- 28- Sleep Hollow
- 29- Valhalla
- 30- Tarrytown
- 31- Elmsford
- 32- Irvington
- 33- Dobbs Ferry
- 34- Ardsley
- 35- Hastings
- 36- Silver Lake
- 37- White Plains
- 38- Hartsdale
- 39- Scarsdale
- 40- Port Chester
- 41- Rye
- 42- Harrison
- 43- Mamaroneck
- 44- Larchmont
- 45- Crestwood
- 46- Eastchester
- 47- Tuckahoe
- 48- Bronxville
- 49- Yonkers
- 50- Fietwood
- 51- Mount Vernon
- 52- Pelham
- 53- New Rochelle
- 54- Pelham Manor

Sustainable Development Corridors

- A- Route 6
- B- Route 9/9A
- C- Central Park Avenue
- D- Interstate 287
- E- Route 1
- F- Cross County Corridor

SUFFOLK

SUFFOLK

Educational & Research Assets/Innovation Zones

- 1- Cold Spring Harbor Lab.
- 2- Farmingdale State Univ.
- 3- Suffolk Co. Comm.Col. Brentwood Campus
- 4- Stony Brook Univ.
- 5- Suffolk Co. Comm. Col. Ammerman Campus
- 6- Brookhaven National Lab.
- 7- EPICAL
- 8- Suffolk Co. Comm. Col. Riverhead Campus
- 9- Hamptons Business Dist. @ Gabreski Airport

Transit Oriented Development

- 10- Huntington
- 11- ?
- 12- Copiague
- 13- Wyandanch
- 14- Deer Park
- 15- ??
- 16- Bay Shore
- 17- Kings Park
- 18- Smithtown
- 19- Ronkonkoma
- 20- Port Jefferson
- 21- Patchogue
- 22- Yaphank
- 23- Mastic-Shirley
- 24- Riverhead
- 25- Greenport

Transit Corridors

- A- Bus Rapid Transit Line
- B- Recommended Expansion of LRR Electrification
- C- LRR Double Track

NASSAU

Sustainable Development Areas

- 1- Belmont Raceway
- 2- Site of the Nassau Coliseum
- 3- Grumman

Transit Oriented Development Areas

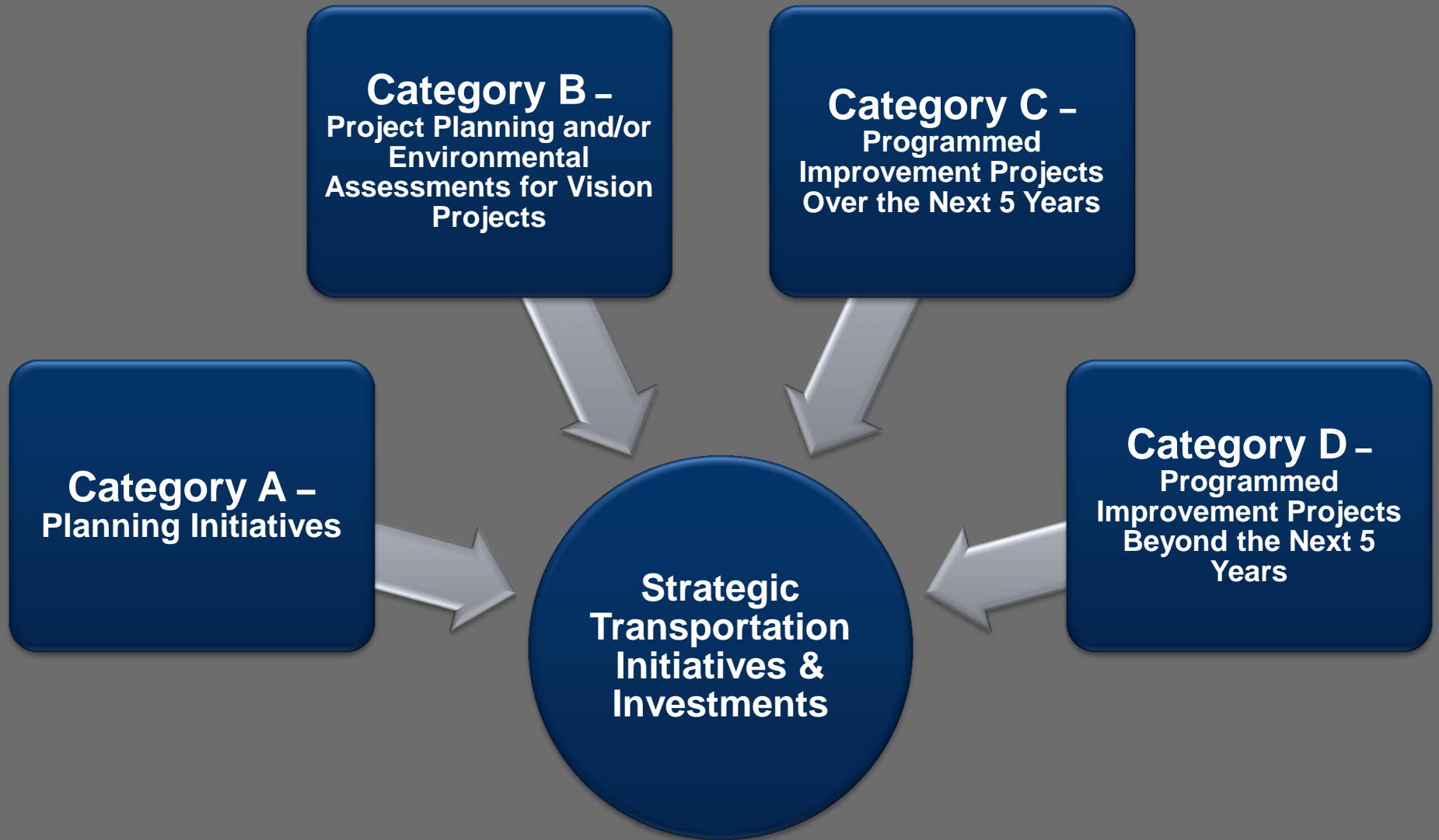
- 4- City of Glan Cove
- 5- Hicksville Hamlet (Town of Oyster Bay)
- 6- Vil. of Westbury
- 7- Vil. of Mineola
- 8- Vil. of Hempstead
- 9- Vil. of Valley Stream
- 10- Vil. of Freeport
- 11- Vil. of Farmingdale

Linked Development Areas

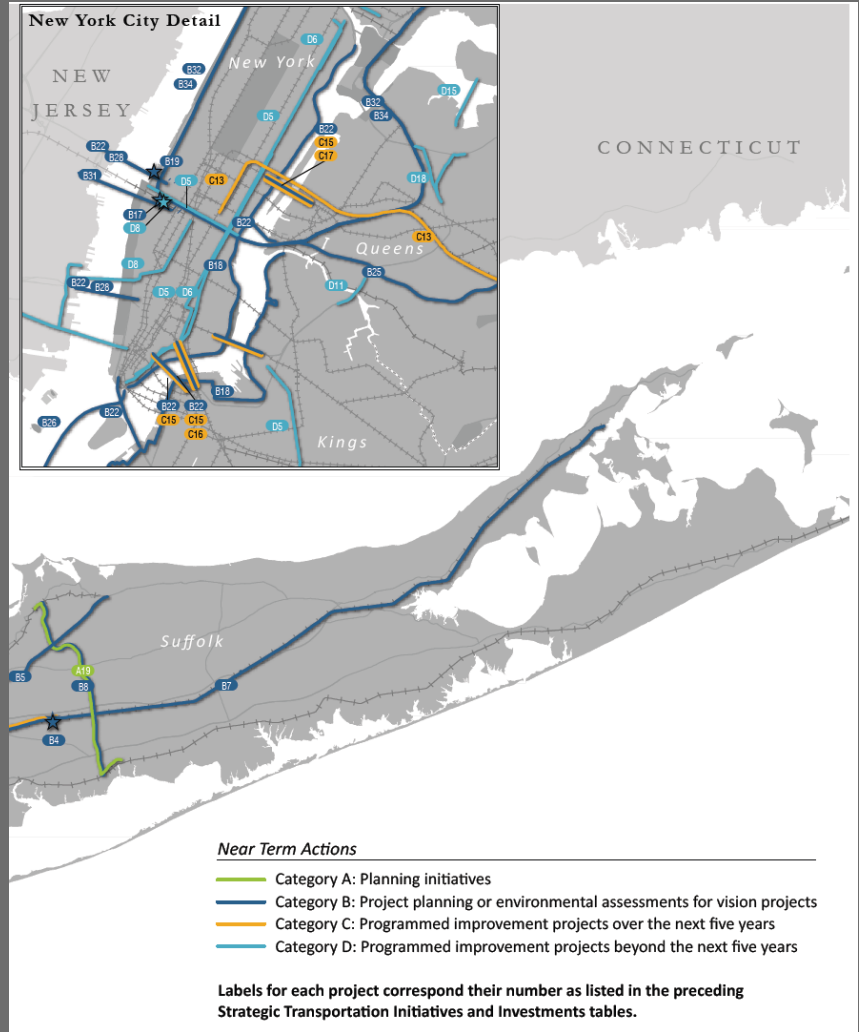
- A- Nassau Hub
- B- Nassau Hub Study Area

Linked Corridors

- C- Long Beach Rd Corridor



MAP 3: STRATEGIC TRANSPORTATION INITIATIVES AND INVESTMENTS

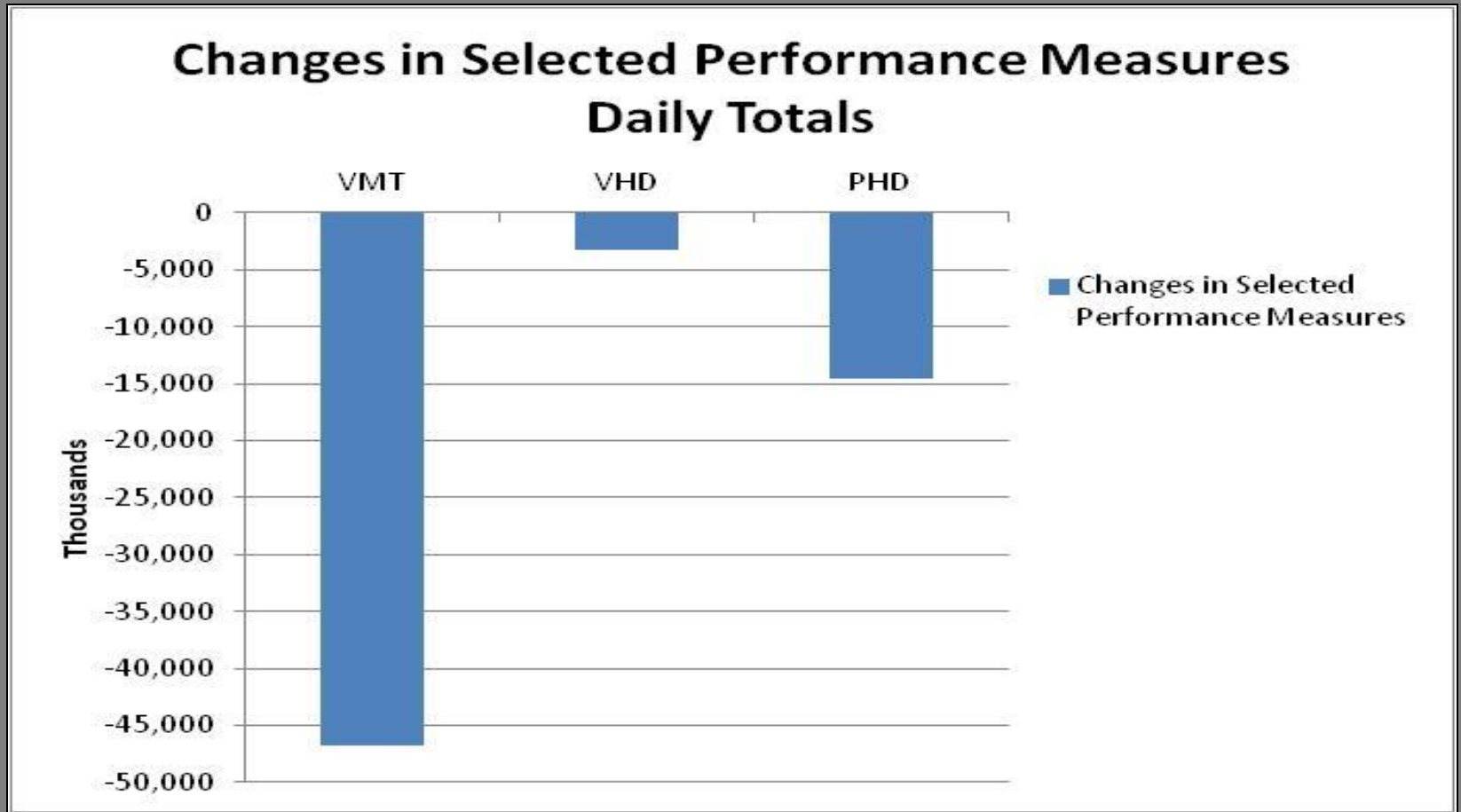


2014 & 2040 Regional Performance Measures

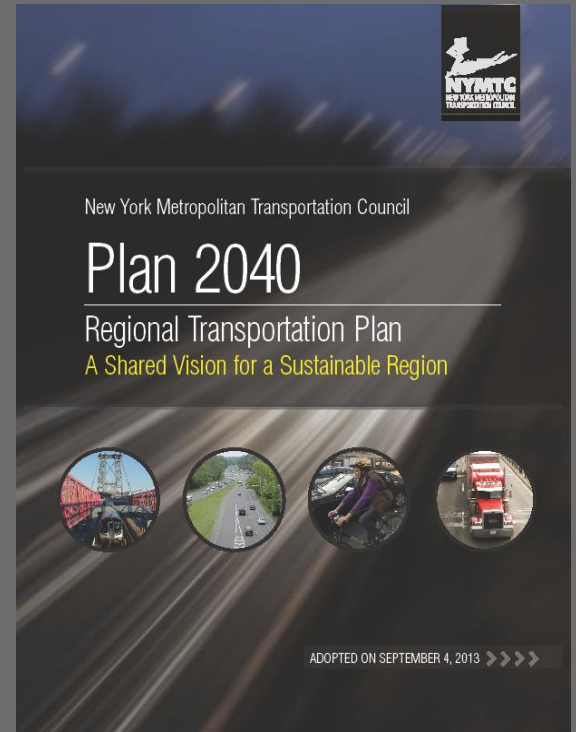
Year	LMC		TTI (Weighted by VMT)		VHD	VMT	PHD	Vehicle Hours of Delay per 1,000 Miles	Daily Person Hours of Delay per Capita	Daily VMT/Capita
	AM	PM	AM	PM	Daily	Daily	Daily	Daily	Daily	Daily
2014	4,130	2,140	1.3	1.1	4,395,660	176,944,390	6,691,910	24.8	0.6	15.7
2040	5,299	3,021	1.3	1.12	6,113,906	198,757,939	9,304,681	30.8	0.7	15.9

D/C = Demand to Capacity; LMC = Lane Miles of Congestion; TTI = Travel Time Index; ATS = Average Travel Speed; VHD = Vehicle Hours of Delay; PHD = Person Hours of Delay; VMT = Vehicle Miles Traveled

NYMTA Planning Area: Changes in Selected Performance Measures with Enhanced Network in 2040 – Daily Totals



VHD - Vehicle Hours of Delay PHD - Persons Hour of Delay VMT - Vehicle Miles of travel

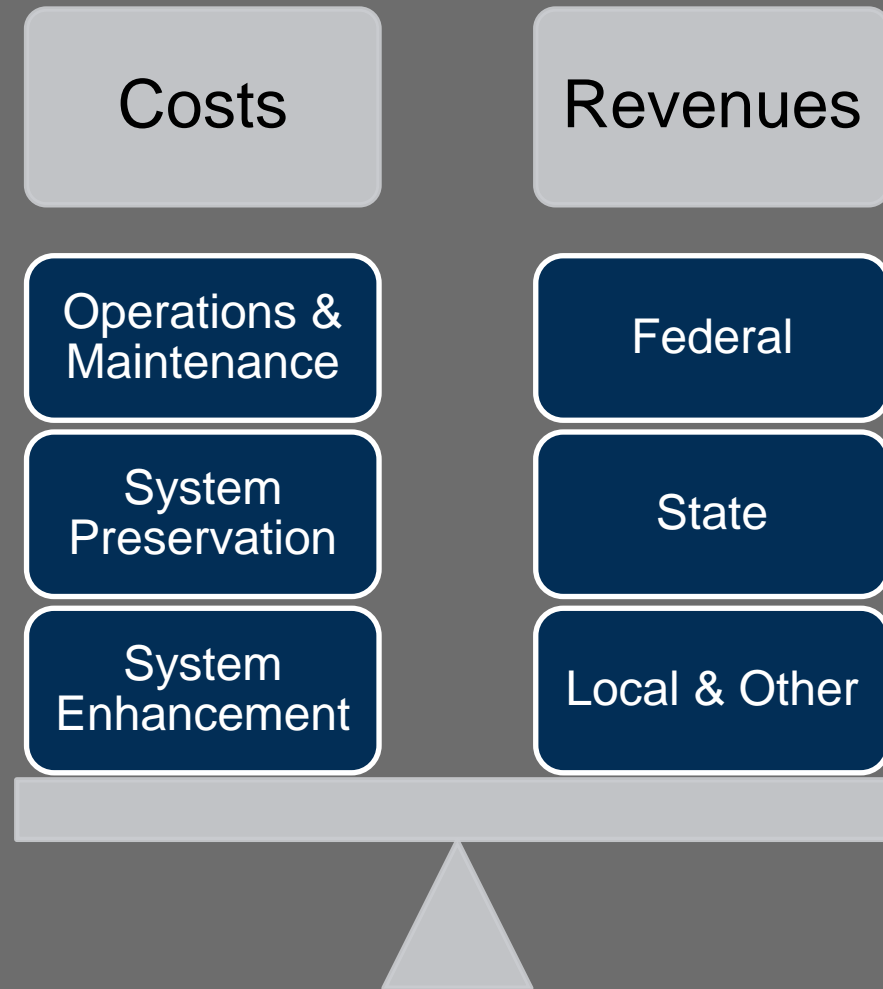


LONG-RANGE FINANCES

Fiscal Constraint

Fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and "are reasonably expected to be available" to implement the metropolitan long-range Regional Transportation Plan and the Transportation Improvement Program, while providing for the operation and maintenance of the existing highway and transit systems.

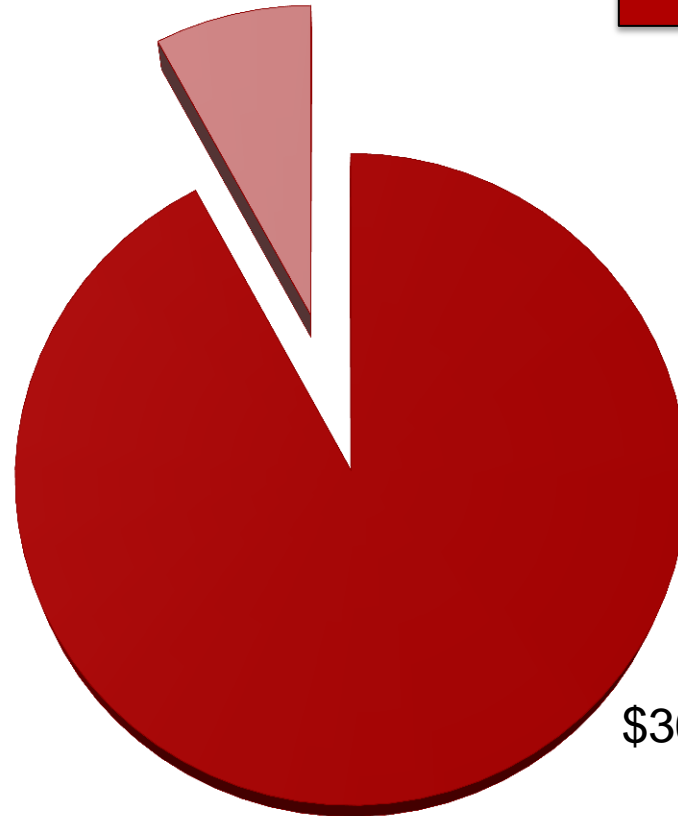
Financial Structure of Plan 2040



System Operations & Maintenance Costs Federally-Supported Transportation System

Roadways,
\$30,998.477 ,
8%

**TOTAL COSTS:
\$395.3 billion (YOE)**



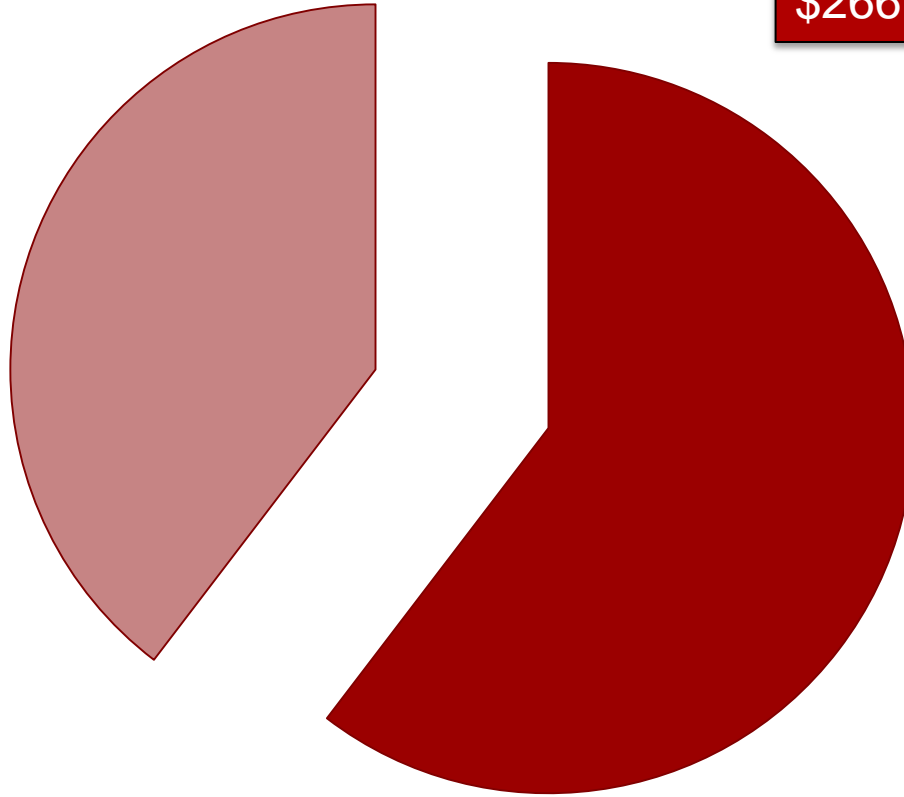
Transit,
\$364,292.001 ,
92%

System Preservation Costs

Federally-Supported Transportation System

TOTAL COSTS:
\$266.3 billion (YOE)

Roadways,
\$105,497.273 ,
40%



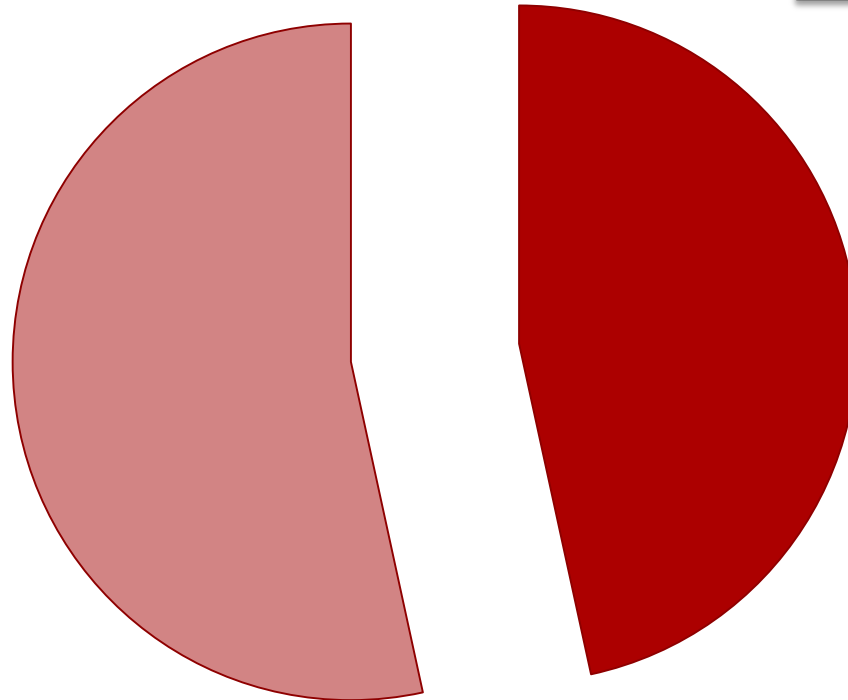
Transit,
\$160,762.924 ,
60%

System Enhancement Costs

Federally-Supported Transportation System

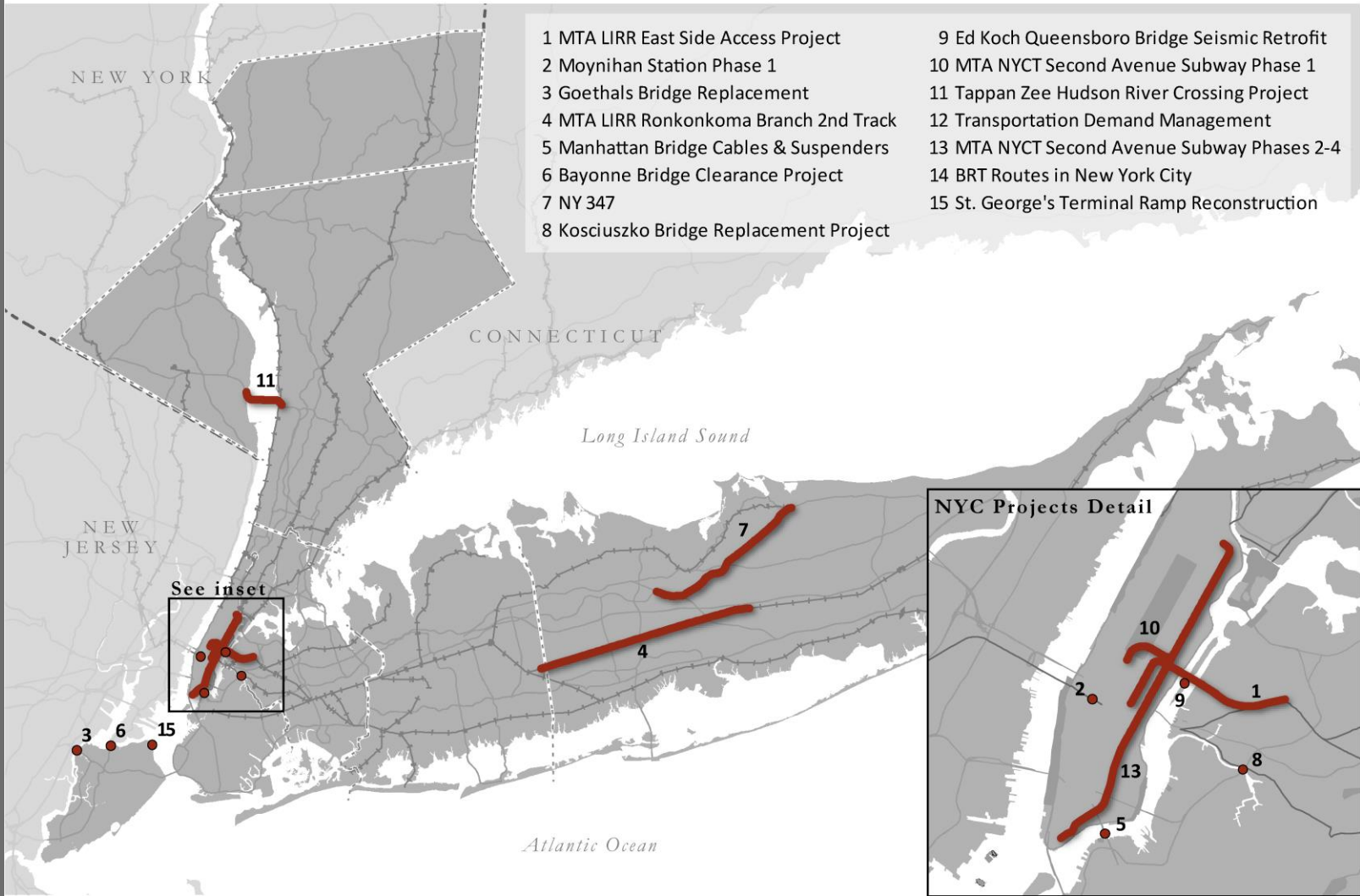
TOTAL COSTS:
\$26.1 billion (YOE)

Plan 2040,
\$13.93 , 53%



2014-2018 TIP,
\$12.147 , 47%

Major System Enhancements

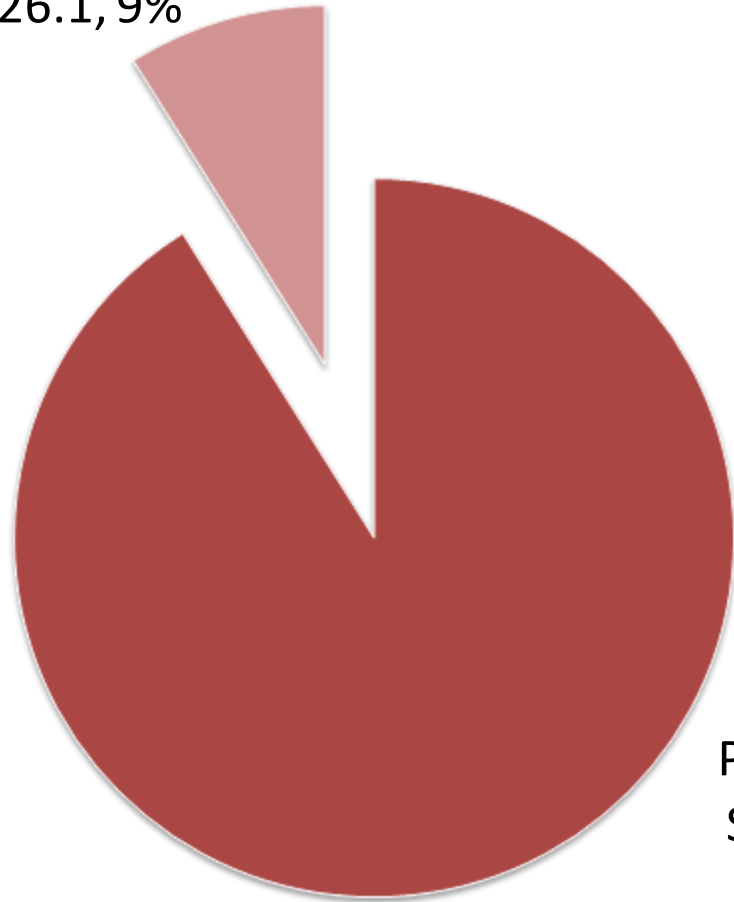


System Preservation vs. Enhancement

Federally-Supported Transportation System

Enhancement,
\$26.1, 9%

TOTAL COSTS:
\$292.4 billion (YOE)



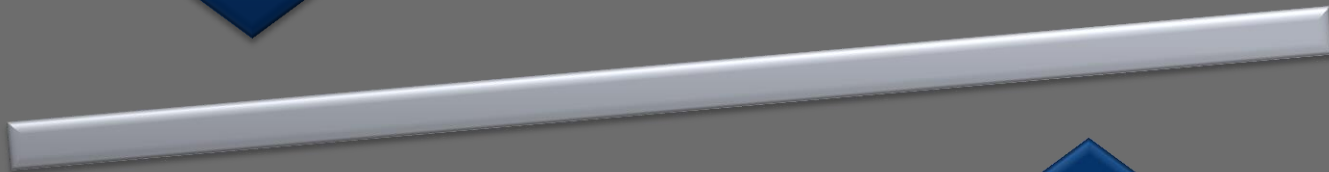
Preservation,
\$266.3, 91%

System Operations & Maintenance



Costs

- \$395 billion



Revenues

- \$395 billion

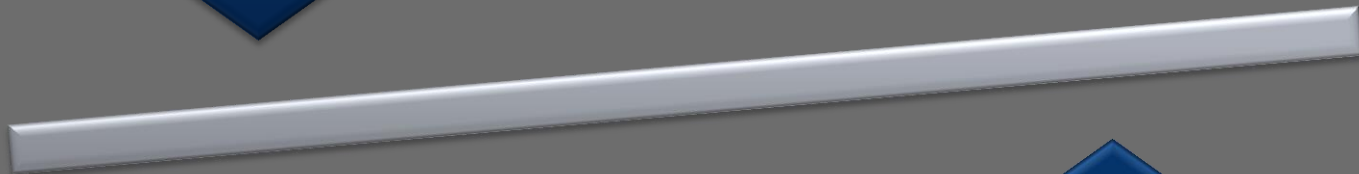


System Preservation & Enhancement



Costs

- \$292 billion

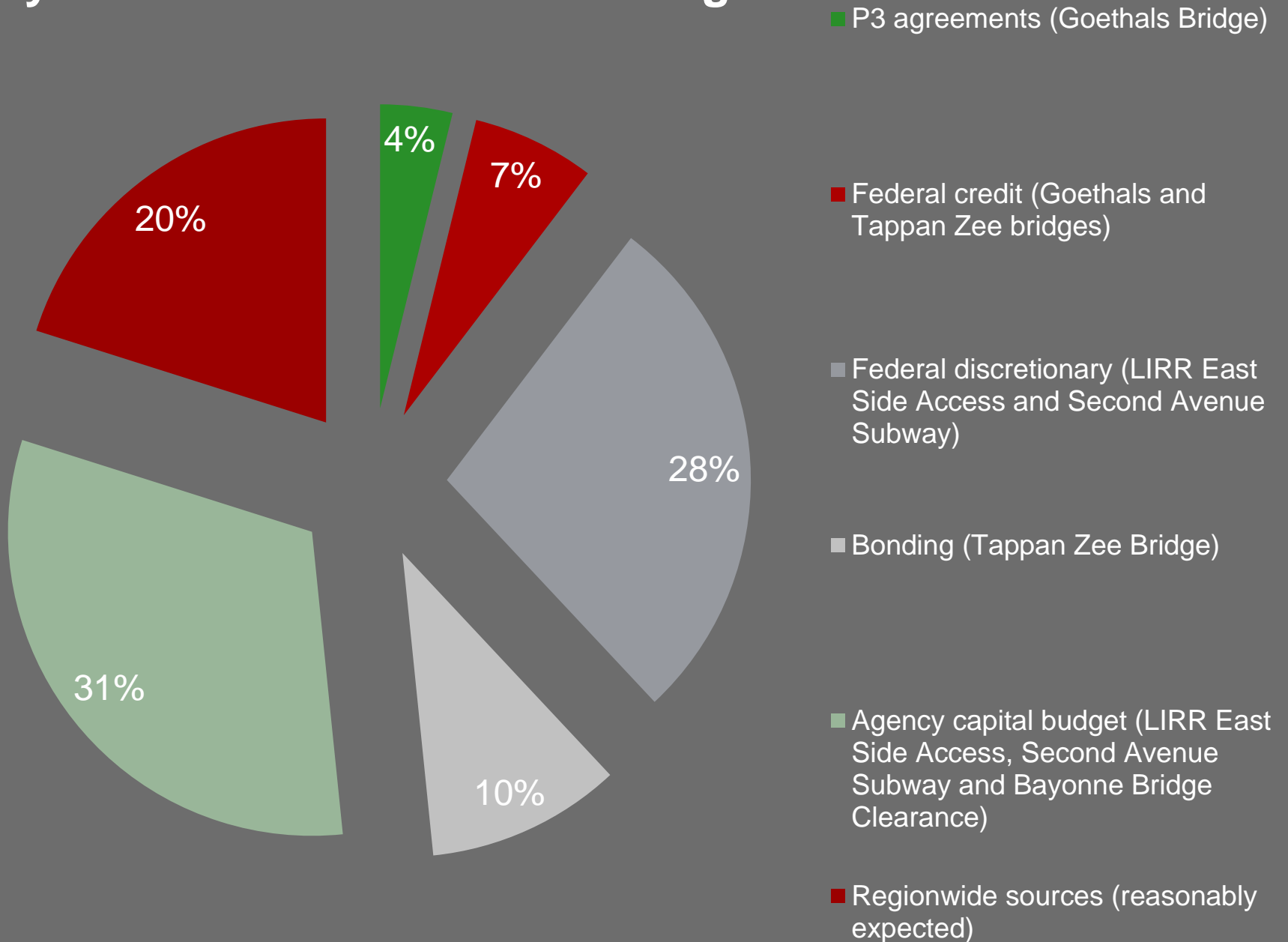


Revenues

- \$236 billion (low)
- \$265 billion (high)



System Enhancement Financing



For Further Information

- ◆ www.NYMTC.org
 - Click through “Programs and Projects” on navigation bar
 - Select “Regional Transportation Plan”

- ◆ Contact Jan Khan, Manager of Regional Planning
 - 212.383.7290
 - jan.khan@dot.ny.gov