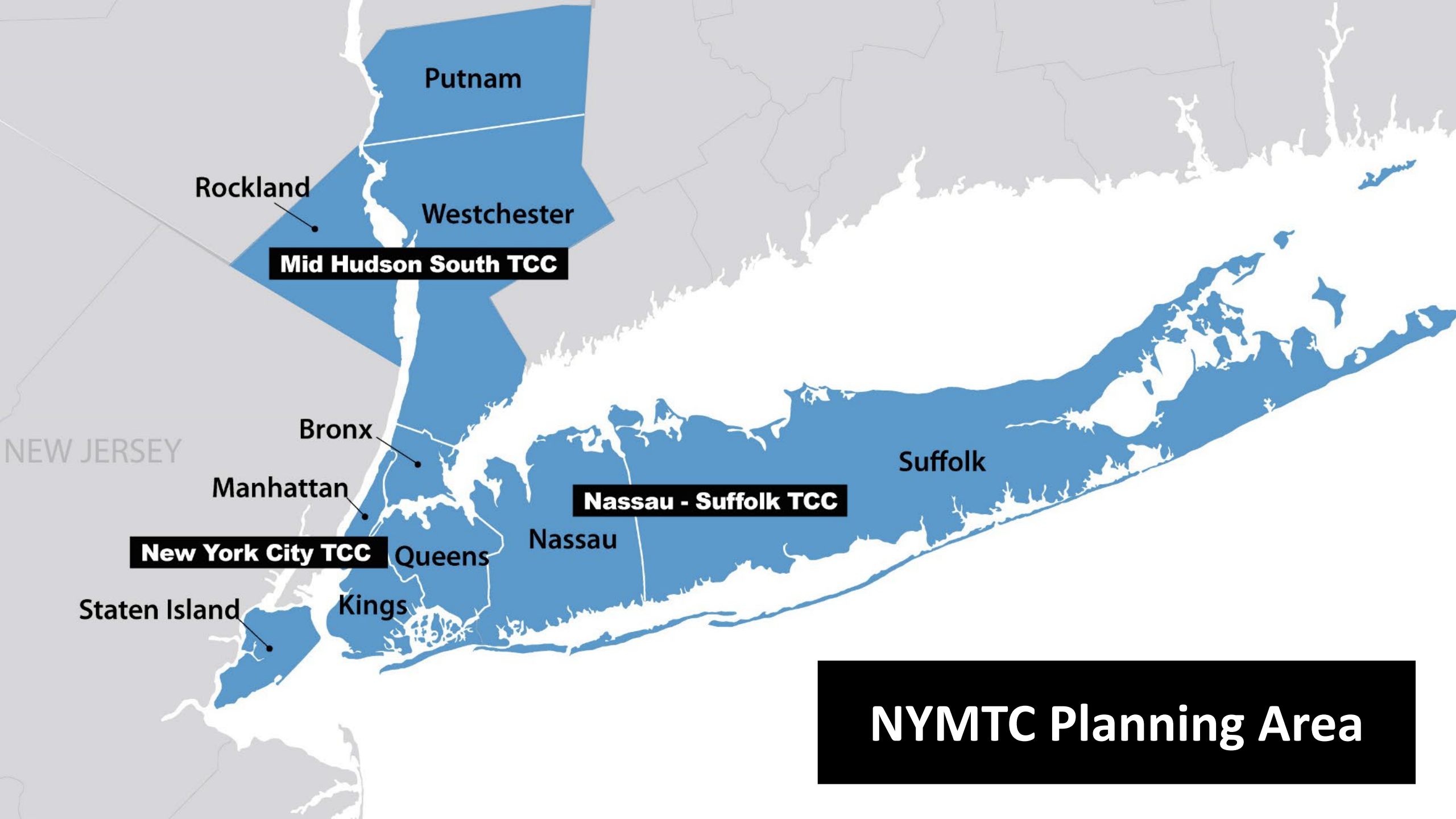


# Federal Fiscal Years (FFY) 2023-2027 Transportation Improvement Program

MARY BYRNE, NYMTC staff

# About NYMTC

- A “metropolitan planning organization” for New York City, Long Island & the Lower Hudson Valley
- A regional council of governments consisting of nine voting & seven advisory members
- An organization required by Federal legislation which authorizes funding for transportation
- An organization responsible for the mandated metropolitan transportation planning process



Putnam

Rockland

Westchester

**Mid Hudson South TCC**

Bronx

Manhattan

**New York City TCC**

Queens

Kings

Staten Island

Nassau

**Nassau - Suffolk TCC**

Suffolk

**NYMTC Planning Area**

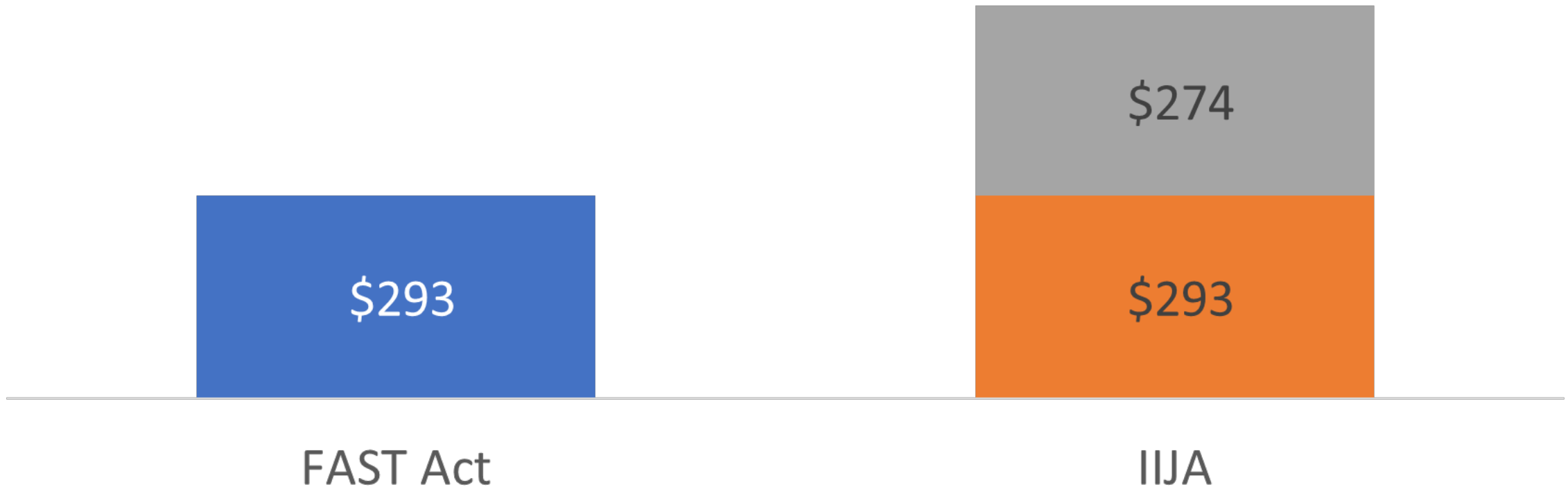
# How Congress Funds Transportation

- Multi Year Authorization Act: Infrastructure Investment and Jobs Act (IIJA)
  - Signed into law on November 15, 2021
  - Reauthorizes surface transportation program for five years (FFYs 2022-2026)
  - Maintains current programs and adds new ones to address existing and new priorities
  - Rulemakings and guidance required for full implementation
- Annual Appropriations Acts: Transportation, Housing and Urban Development (THUD); and Subcommittee on Transportation, Housing and Urban Development, and Related Agencies

# USDOT Funding

Federal Authorizations (in billions)

■ Previous ■ Baseline ■ New



# Title 23 Formula Funding Programs

## Programs administered by the Federal Highway Administration

- National Highway Performance Program (NHPP)
- National Highway Freight Program
- Surface Transportation Block Grant Program (STBGP)
  - Transportation Alternatives Program (STBGP set aside)
- Congestion Mitigation-Air Quality Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
  - Railway-Highway Crossings (HSIP set aside)
- Metropolitan Planning
- Carbon Reduction Program
- PROTECT Program
- National EV Infrastructure Program

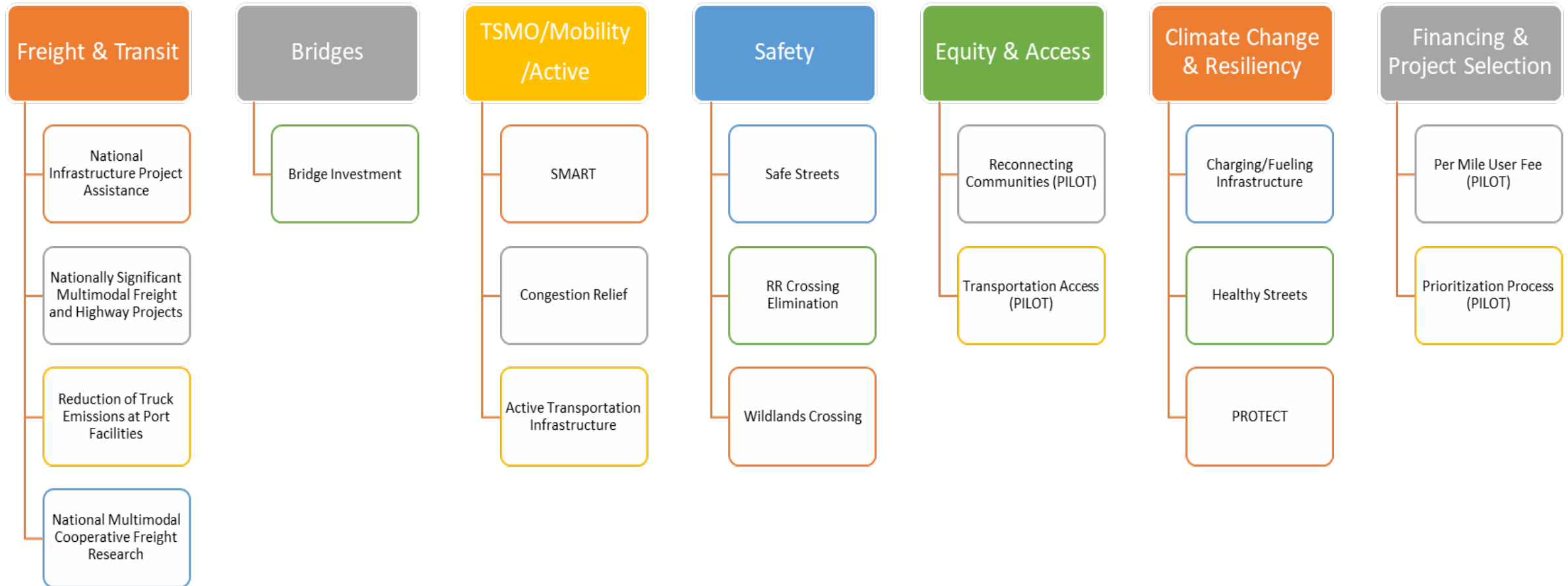
**NEW IIJA**

# Title 49 Formula Funding Programs

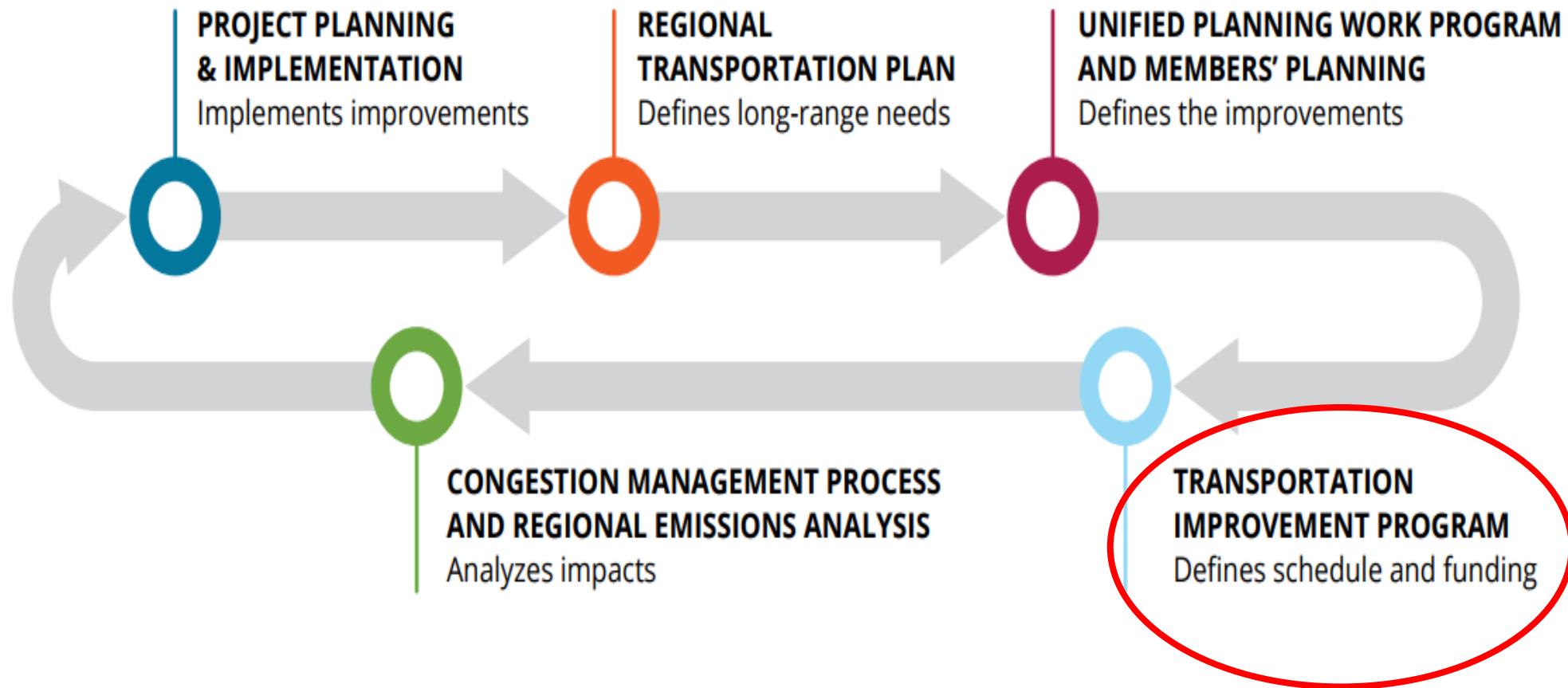
## Programs administered by the Federal Transit Administration

- Section 5303 Metropolitan Transportation Planning
- Sections 5307/5340 Urbanized Area Formula
- Section 5309 Fixed Guideway Capital Investment
- Section 5310 Enhanced Mobility of Seniors and People with Disabilities
- Section 5337 State-of-Good Repair (fixed guideway and high intensity motorbus)
- Section 5339 Bus and Bus Facilities

# IJA Discretionary (Competitive) & Pilot Programs



# Metropolitan Transportation Planning Process



# The Role of the TIP in the Planning Process

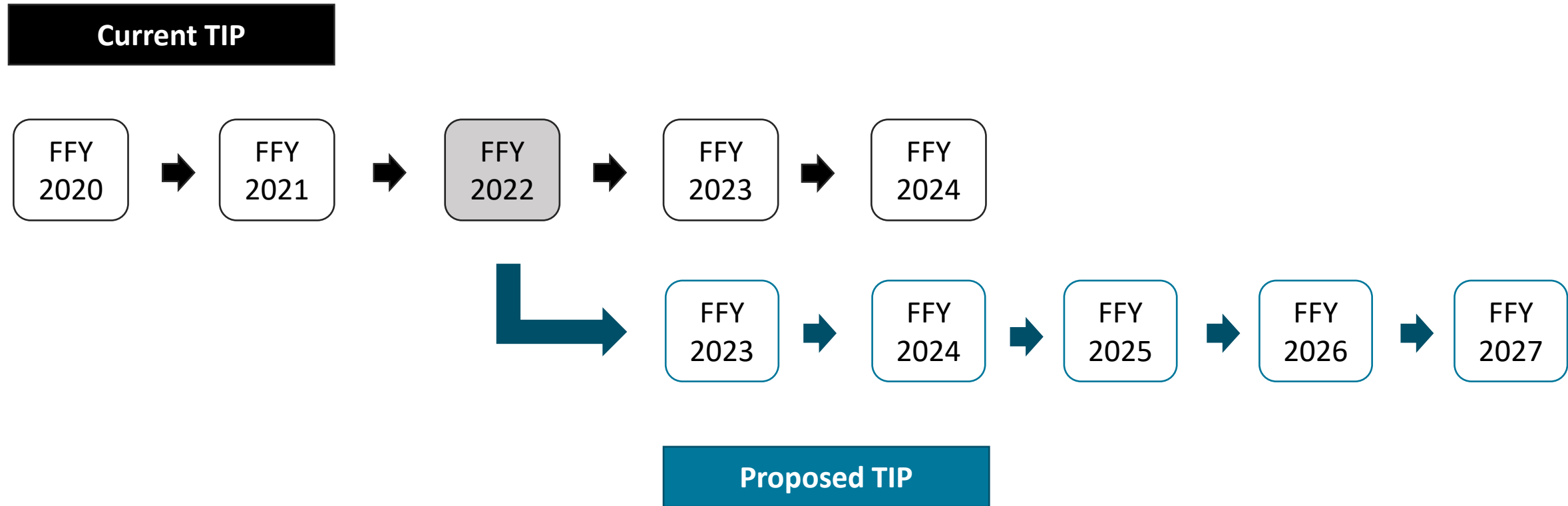
- The TIP is a multi-year, multi-modal program of **transportation improvement projects** drawn from the Regional Transportation Plan
  - It is a **five-year program** organized by federal fiscal year: October 1<sup>st</sup> - September 30<sup>th</sup>
  - The TIP **enables** project obligation and eventual federal reimbursement of costs
- The TIP includes:
  - Transit projects
  - Roadway and bridge projects
  - Bicycle/pedestrian projects
  - Safety projects
  - Systems & demand management projects
  - Operating and maintenance projects

# TIP Development Cycles

A new TIP is usually developed every two-to-three years

- Development cycles are coordinated with the Statewide TIP development schedule
- During each cycle:
  - Existing projects are updated; and
  - New projects are programmed and new fiscal years are added
  - Mobile source emissions are analyzed for Transportation Conformity

# Current TIP vs. Proposed TIP



# TIP Funding Assumptions

Formula federal programs are apportioned to the states

For each formula program, NYSDOT defines **allocable** and **non-allocable** categories

**Allocable** planning targets are distributed to each NYSDOT region for programming

**Non-allocable** funding is managed centrally by NYSDOT in conjunction MPOs

# Funding Assumptions for Proposed FFYs 2023-27 TIP

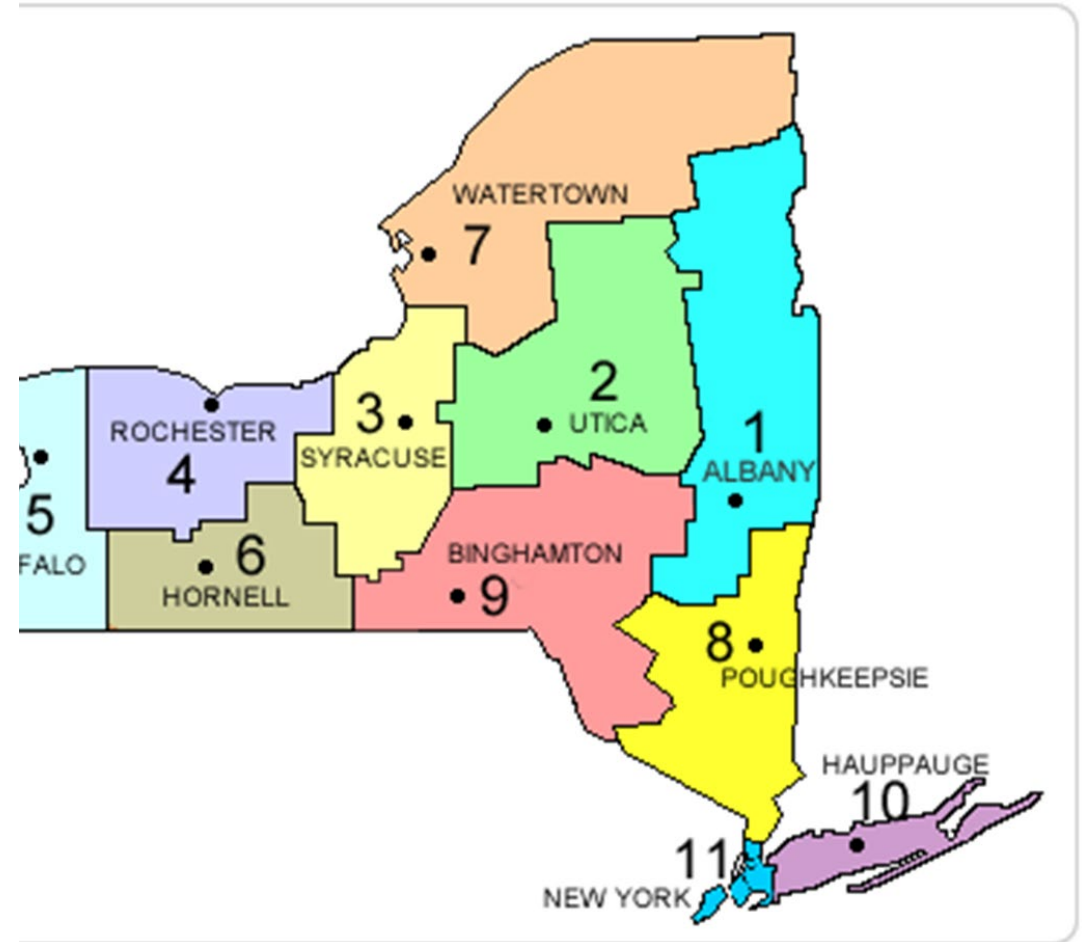
- Federal authorizations for each funding program are set by the IIJA through September 30, 2026
  - Assumed NYS funding levels for FFYs 2022 through 2026 are derived from the IIJA authorizations
  - New York State DOT uses these assumed funding levels to develop planning targets for each of its administrative regions

## Three New York State DOT regions are related to the NYMTC planning area:

**Region 8** covers six lower Hudson Valley counties, three of which are in NYMTC's planning area

**Region 10** covers two suburban Long Island counties, both of which are in NYMTC's planning area

**Region 11** covers the five boroughs of New York City, all of which are in NYMTC's planning area

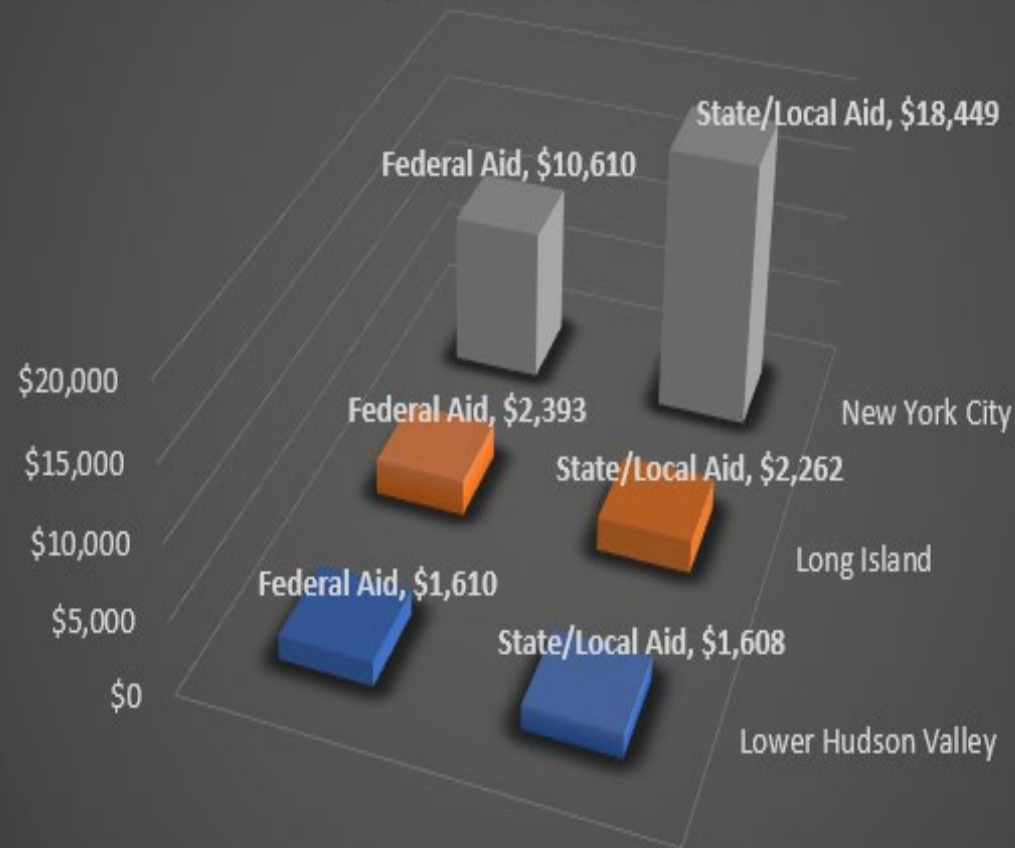


# Fiscal Constraint and the TIP

- Fiscal constraint requires that revenues in transportation planning and programming are:
  - **Identified** and "**are reasonably expected to be available**" to implement the Regional Transportation Plan and the Transportation Improvement Program
  - **Provide for** the operation and maintenance of the existing highway and transit systems
- For the TIP, this means that programmed project costs cannot exceed the planning targets provided by NYSDOT for each federal funding program

# Proposed Funding in the FFYs 2023-27 TIP

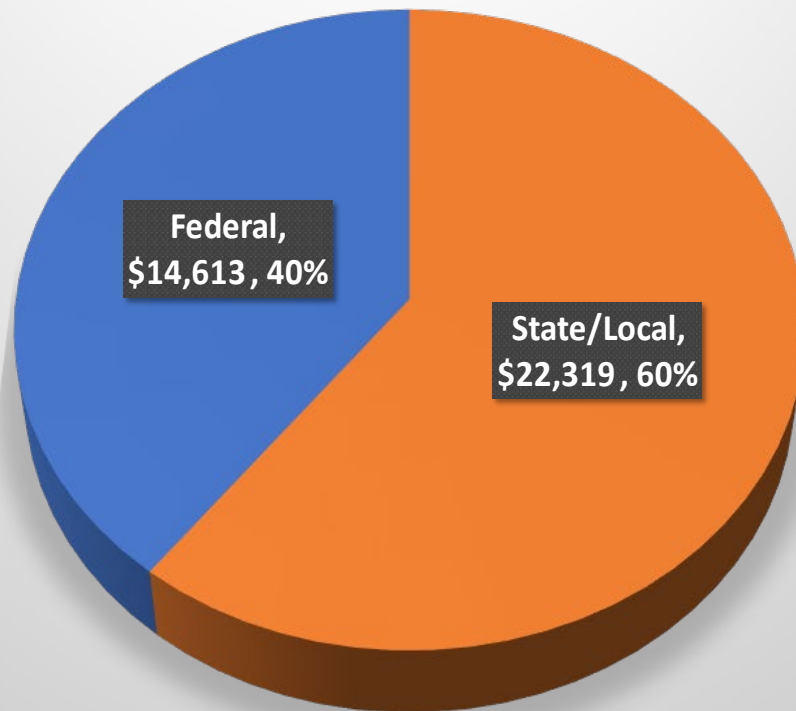
Proposed FFYs 2023-2027 TIP: Program by Subregion  
(in millions of YOE \$)



**NYMTC Total:  
\$36.9 billion**

# Proposed Funding in the FFYs 2023-27 TIP

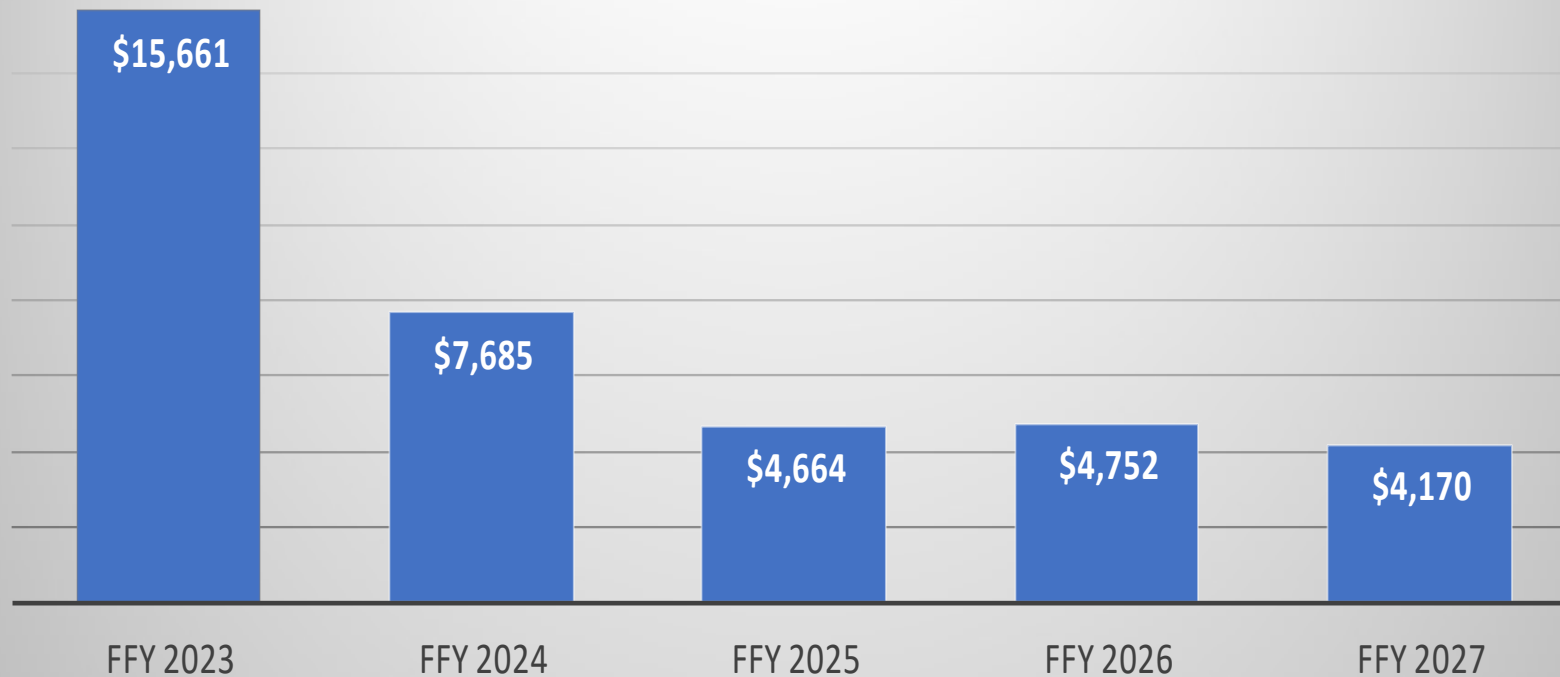
Proposed FFYs 2023-27 TIP: Program by Fund Source  
(in millions of YOE \$)



**NYMTC Total:  
\$36.9 billion**

# Proposed Funding in the FFYs 2023-27 TIP

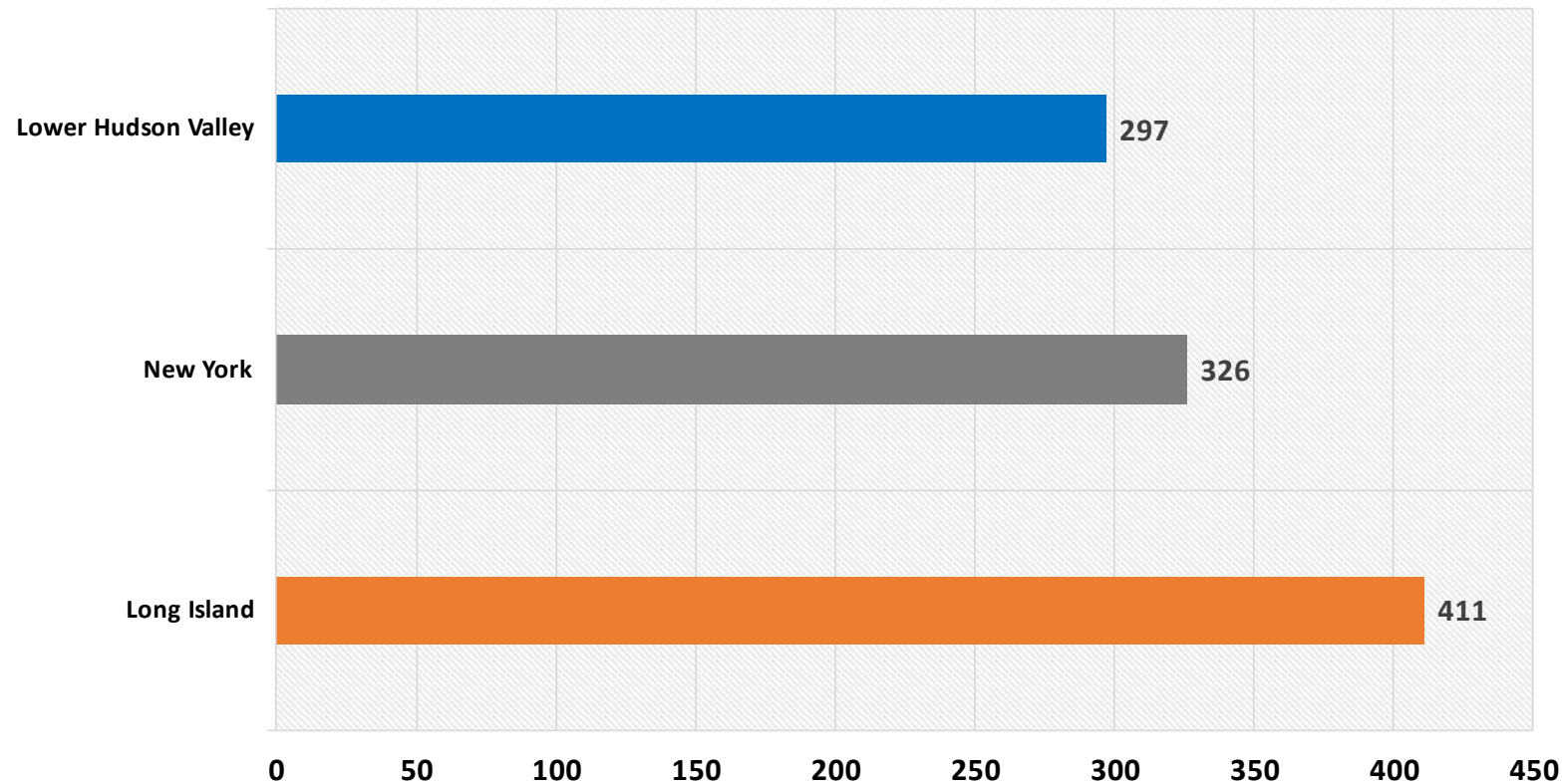
**Proposed FFYs 2023-2027 TIP: Program by FFY**  
(in millions of YOE \$)



**NYMTC Total:  
\$36.9 billion**

# Projects Defined in the FFYs 2023-27 TIP

Proposed FFYs 2023-27 TIP: Number of Projects



**NYMTC Total:  
\$36.9 billion**

**1,034  
projects**

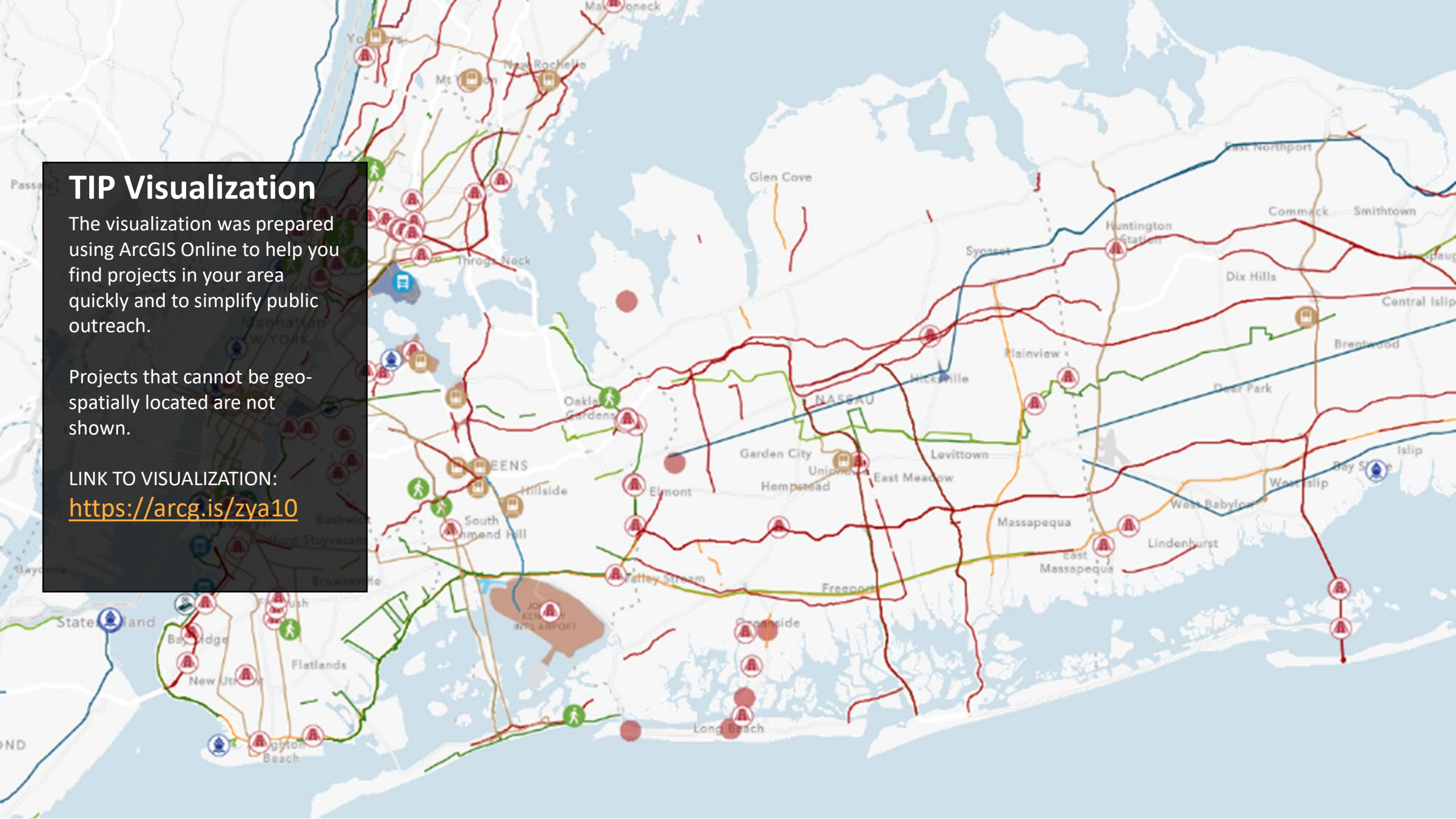
## TIP Visualization

The visualization was prepared using ArcGIS Online to help you find projects in your area quickly and to simplify public outreach.

Projects that cannot be geospatially located are not shown.

LINK TO VISUALIZATION:

<https://arcg.is/zya10>



# Transportation Performance Management

23 CFR 450.326 (d) - THE TIP SHALL INCLUDE, TO THE MAXIMUM EXTENT PRACTICABLE, A DESCRIPTION OF THE ANTICIPATED EFFECT OF THE TIP TOWARD ACHIEVING PERFORMANCE TARGETS



NYMTC has established and is using a performance-based approach to transportation decision-making to support national goals for transportation performance



The anticipated effects of the TIP toward achieving statewide performance targets are described in the proposed FFYs 2023-2027 TIP

# FFYs 2023-27 TIP Schedule

## Steps For Adoption



Week of September 5, 2022: TCC  
Executive meetings in NYMTC's  
subregions to recommend project  
listings for the TIP

October 13, 2022: Council  
meeting to adopt TIP and  
Transportation Conformity  
Determinations

September 22, 2022: PFAC  
meeting to recommend  
draft TIP for Council  
adoption