

## New Amsterdam & North Wales Regional Planning Commissions MPOs for the New Amsterdam & North Wales Urbanized Areas

### Executive Summary

The New Amsterdam region is one of the largest metropolitan areas in the world with over 14 million residents over 3 states. The region is officially divided into 2 urbanized areas. As a result, there are 2 separate MPOs covering the Region. Beyond this, the Region includes all or part of 17 counties, 127 municipalities and 37 townships. In addition, there are 54 special purpose districts within the Region. The region experiences 4 distinct seasons with annual snowfall averaging 45 inches. The city is located 7 miles inland from the Sea of Bermuda at the junction of the Verspucci River and Poquonock Sound. Ownership of NHS and interstate facilities is divided between the States and major municipalities. The Region contains a significant amount of tolled highways, bridges and tunnels. Nearly all of the NHS system is over 50 years old. The region is home to one of the world's largest public transportation systems.

### Population Trends

Year	2000	2010	2017 (est)	Percent Change from 2000
New Amsterdam MPO Region	10,540,000	11,000,000	11,250,000	+8.6%
New Amsterdam	4,510,000	4,830,000	5,000,000	+10.8%
Dodger City	1,640,000	1,720,000	1,800,000	+9.7%
New Rotterdam	325,000	335,000	340,000	+4.6%
Remainder New Holland	1,445,000	1,495,000	1,530,000	+5.9%
Yankee Haven	900,000	875,000	860,000	-4.4%
Albany	250,000	275,000	310,000	+24.0%
Narragansett	210,000	225,000	235,000	+11.9%
Remainder Orkney	1,260,000	1,245,000	1,175,000	-6.7%

Year	2000	2010	2017 (est)	Percent Change from 2000
North Wales MPO Region	3,750,000	4,100,000	4,300,000	+14.7%
New Brussels	610,000	600,000	585,000	-4.1%
Rangerville	200,000	205,000	210,000	+5.0%
West Boston	140,000	275,000	350,000	+150.0%
Garden City	95,000	120,000	150,000	+57.9%
Remainder North Wales	2,705,000	2,900,000	3,005,000	+12.7%

The New Amsterdam region is one of the largest metropolitan areas in the world with over 14 million residents over 3 states. The region is an international center for banking, commerce, trade and industry. The economy of the region is well diversified which as a result has helped the region more than offset recent employment declines from manufacturing with corresponding increases in finance and trade services.

The New Amsterdam region is also one of the most densely population areas in the world and one of the most politically fragmented in the United States. The region is officially divided into 2 urbanized areas: New Amsterdam which covers the portion of the region within the Commonwealth of New Holland and the State of Orkney, and New Brussels, which covers the portion of the region within the State of North Wales. As a result, there are 2 separate MPOs covering the region, both of which are identified as Regional Planning Commissions for New Amsterdam and New Brussels respectively.

Beyond this, the region includes all or part of 17 counties, 127 municipalities, and 37 townships (North Wales only). In addition, there are 54 special purpose districts within the region. The most significant of these is the Port Authority of New Amsterdam / New Brussels which manages the combined port facilities of the region as well as 2 of the 3 commercial airports. Additionally, there are 12 special road maintenance districts within the State of North Wales, each of which has limited property taxing authority.

### **Geography and Climate**

The harbor for New Amsterdam lies at the junction of the Verspucci River and Poquonock Sound, approximately 7 miles north of its entrance to the Sea of Bermuda. The result is a well-protected deep water harbor that has served as an international port of call for nearly 300 years. The Verspucci River valley is one of the largest within the US providing access to extensive fertile farmlands, mining and timber resources, thus making the Port of New Amsterdam / New Brussels one of the busiest in the world.

The region experiences 4 distinct seasons with temperatures being somewhat moderated by the mild ocean temperatures from the Sea of Bermuda. The region is influenced during the winter by occasional intrusions of cold artic air resulting in periodic temperatures near 10 to 15 degrees and average annual snowfall between 20 to 30 inches. Mean precipitation (water equivalent) is approximately 45 inches per year. The region can be influenced by tropical systems during the summer / early autumn and intense winter storms referred to as 'Noreasters' from the prevailing wind direction of these systems. The primary issues of both systems are occasional flooding of lowland areas from storm surges.

### **Highway Status**

Interstate and Expressway system ownership is very different between the 2 MPO regions. Both the State of Orkney and Commonwealth of New Holland operate primarily the rural sections of these facilities. The result is that the Cities of New Amsterdam, Dodger City, New

Rotterdam, Yankee Haven and Albany operate the non-tolled portions of these facilities. The State of North Wales, however, operates all NHS facilities within the State.

All significant bridges and tunnels within the combined region are tolled and are operated by the Port Authority of New Amsterdam / New Brussels. This includes all of the significant Interstate Highway Bridges within the region. In addition to these, Interstate 99 southward from Rangerville is identified as the North Wales Turnpike and is also operated as a toll road by the State of North Wales. The State of North Wales also operates the Governor Cuomo Parkway, which runs north / south across the state, parallel to and 5 to 10 miles west of the North Wales Turnpike.

**NHS System Ownership – New Amsterdam MPO Region**

<b>Classification</b>	<b>Owner</b>	<b>Lane-Miles</b>	<b>Percent of Total NHS</b>	<b>Percent Good or Better Condition</b>
Freeway / Interstate	Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	1204.3	27.6%	65.3%
Freeway / Interstate	Commonwealth of New Holland & State of Orkney	916.0	21.0%	70.2%
Non-Freeway	Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	1050.5	24.1%	72.4%
Non-Freeway	Commonwealth of New Holland & State of Orkney	976.3	22.4%	69.3%
Toll Bridges & Tunnels	Port Authority of New Amsterdam / New Brussels	213.8	4.9%	76.2%

**NHS Bridge Ownership – New Amsterdam MPO Region**

<b>Classification</b>	<b>Owner</b>	<b>Bridges</b>	<b>Percent of Total NHS</b>	<b>Average Condition Score</b>	<b>Percent Functionally Obsolete</b>
Freeway / Interstate	Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	325	44.5%	56.3	85.0%
Freeway / Interstate	Commonwealth of New Holland & State of Orkney	230	31.5%	61.2	50.9%
Non-Freeway	Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	78	10.7%	52.0	89.7%
Non-Freeway	Commonwealth of New Holland & State of Orkney	65	8.9%	70.0	46.2%
Toll Bridges & Tunnels	Port Authority of New Amsterdam / New Brussels	33	4.5%	68.8	51.5%

**NHS System Ownership – New Brussels MPO Region**

<b>Classification</b>	<b>Owner</b>	<b>Lane-Miles</b>	<b>Percent of Total NHS</b>	<b>Percent Good or Better Condition</b>
Non-Tolled Freeway / Interstate	State of North Wales	756.0	22.3%	71.4%
Non-Freeway	State of North Wales	1319.5	38.9%	65.5%
Non-Freeway	Cities of New Brussels, Rangerville, Garden City and West Boston	800.2	23.6%	43.7%
Toll Facilities	State of North Wales*	512.0	15.1%	86.1%

\*North Wales Tpke & Governor Cuomo Pkwy

### NHS Bridge Ownership – New Brussels MPO Region

Classification	Owner	Bridges	Percent of Total NHS	Average Condition Score	Percent Functionally Obsolete
Non-Tolled Freeway / Interstate	State of North Wales	228	40.1%	60.7	43.9%
Non-Freeway	State of North Wales	120	21.1%	50.2	68.3%
Non-Freeway	Cities of New Brussels, Rangerville, Garden City and West Boston	70	12.3%	39.0	92.9%
Toll Facilities	State of North Wales*	150	26.4%	85.5	6.7%

\*North Wales Tpk & Governor Cuomo Pkwy

Nearly all of the NHS system within the combined MPO regions was constructed prior to 1965. Much of the interstate and freeway system was constructed as toll facilities prior to the Interstate Highway Act of 1956 by the State of North Wales, the Port Authority of New Amsterdam / New Brussels, or the Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany. Tolls were removed from the municipally owned facilities in 1980 once the construction bonds were completely paid. While a significant portion of the NHS system collects tolls for continued maintenance, these revenues, along with gas tax revenues, have been insufficient for the maintenance requirements of the system for some time.

### Public Transportation

Due to the very high population densities of the region, public transportation has been an integral part of the transportation system since the 19<sup>th</sup> century. Since the merger of North Wales Transit, New Amsterdam Transit and Orkney Transit in 1972, the Metropolitan Transit System (MTS) has been the primary provider of public transportation within the combined MPO region and operates all regional bus routes and subways. MTS operates 210 fixed bus routes, 20 bus rapid transit routes, 21 subways lines (7 of which operate a mix of express and local services), 3 ferries across the Verspucci River, a 120 vehicle vanpool commuter service and the largest ADA paratransit service in the country with 256 vans.

In addition to the MTS services, 3 private passenger rail lines operate between the 57<sup>th</sup> Street Station in midtown New Amsterdam and the outer suburbs: New Holland Rail, Orkney North Railroad and the North Wales & Pacific Railroad. The 57<sup>th</sup> Street Station is also the busiest Amtrak station in the county with 43 trains arriving or departing each day. Amtrak pays an annual fee to operate on either the freight railroad NCP (New York, Chicago & Pacific RR), the Orkney North RR or the North Wales & Pacific RR and therefore does not directly maintain track facilities. The 57<sup>th</sup> Street Station is jointly owned by the City of New Amsterdam and the Commonwealth of New Holland.

### Passenger Rail Facilities

Owner	Miles	Percent of Total	Percent Good or Better Condition	Stations	Percent ADA Compliant
Metropolitan Transit System Subway	288.6	78.1%	75.0%	420	53.5%
New Holland Rail	29.5	8.0%	90.0%	15	80.0%
Orkney North Railroad*	22.0	7.6%	71.3%	10	70.0%
North Wales & Pacific Railroad	29.0	7.8%	100.0%	17	88.2%

\*Orkney North Railroad continues northeastward for another 105 miles to the City of Springdale. Only those portions included within the New Amsterdam urbanized area are included in the table.

### MPO Organization and Resources

As mentioned earlier, there are 2 MPOs present within the New Amsterdam region: both of which are identified as Regional Planning Commissions for New Amsterdam and New Brussels respectively. The New Amsterdam RPC covers the portion of the region within the Commonwealth of New Holland and the State of Orkney. The New Brussels RPC covers the portion of the region of within the State of North Wales. The entire region is designated non-attainment for both ozone and PM-2.5.

### New Amsterdam RPC

The New Amsterdam RPC is a stand-alone MPO with an independent Policy Board. The fiscal is the City of New Amsterdam. The MPO has a staff of 115 split between 10 divisions: Long Range Planning (20 staff), Implementation (25 staff), Air Quality (10 staff), Freight Logistics (6 staff), Active Transportation (6 staff), Public Outreach (8 staff), Aviation (5 staff), Public Transportation (10 staff), GIS / Data / Modeling (15 staff) and Administration (10 staff). The MPO budget for FY 2017 is \$6.5 million with local match being provided through a 0.5 cent transportation sales tax which is administered by the MPO. The majority of this tax is used for transportation projects within the MPO jurisdiction.

The MPO is governed by a 50 member Policy Board composed of elected officials from member counties & municipalities, 4 State DOT representatives, a member from MTS and a member from the Port Authority which has an elected board.

### New Brussels RPC

While the name is similar, the New Brussels RPC is very different. The RPC is housed within the DOT of the State of North Wales which provides staff for the MPO. The MPO staff therefore is relatively small and focuses on the core federal requirements for MPOs while other aspects of transportation planning are addressed by other divisions within the State DOT. The total staff of the MPO is 31 divided amongst 4 sections: Administration (5 staff) Metropolitan

Transportation Plan (10 staff), Data & Modeling (10 staff), and Air Quality (6 staff). Note that the TIP functions are handled by the STIP division of the state DOT. The FY 2017 budget for the MPO is \$2.4 million with local match provided by state dollars.

While the MPO staff may officially be employees of the State DOT, the Policy Board they report to is independent and has the authority to direct staff regarding regional transportation policy. The Board is composed of 38 members from member counties & municipalities, one state DOT representative, one member from MTS and a member from the Port Authority.

### **Long Range Transportation Plan & TIP Status**

The RPCs for New Amsterdam & New Brussels adopted a joint LRTP in January of 2015. The region is designated non-attainment for Ozone and PM-2.5 and therefore is required to demonstrate conformity and adopt a new LRTP by January, 2019.

Transportation Improvement Programs, however, are performed separately with the New Amsterdam TIP developed by the RPC and the New Brussels TIP developed by the STIP division of the North Wales DOT. In each case, however, the TIPs were adopted in July of 2016 and cover the years 2017 through 2020. The next TIP, covering the years 2019 through 2022 is scheduled for adoption in July of 2018.

### Transportation Asset Management Plan Status

Agency	Facilities	Status
North Wales State DOT	All State Highways	Adopted – November, 2016
New Holland State DOT	Rural State Highways	Initial Plan Adopted – 2014 New FAST compliant plan under development for 2018 adoption
Orkney State DOT	Rural State Highways	Under development for 2018 adoption
Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	All Municipal Owned Roadways and urban freeways / interstates	Joint TAMP plan adopted January, 2017
Other Cities, Counties or Townships	All locally owned roadways	Hamilton County, North Wales adopted TAMP plan in July, 2015 No other plans under development
Metropolitan Transit System	All urban buses and subways	Initial Plan Adopted – 2015 New FAST compliant plan under development for 2018 adoption
New Holland Rail, Orkney North Railroad and the North Wales & Pacific Railroad	Privately owned passenger rail facilities	Joint TAMP plan under development for 2018
Port Authority of New Amsterdam / New Brussels	Significant Tunnels, Bridges, All Port Facilities & Walter Mondale / Tammany Field Airports	Bridge & Tunnel TAMP plan adopted September, 2016 Airport & Harbor TAMP plan under development for 2018



**2040 Financial Forecasts and Forecasted Needs**

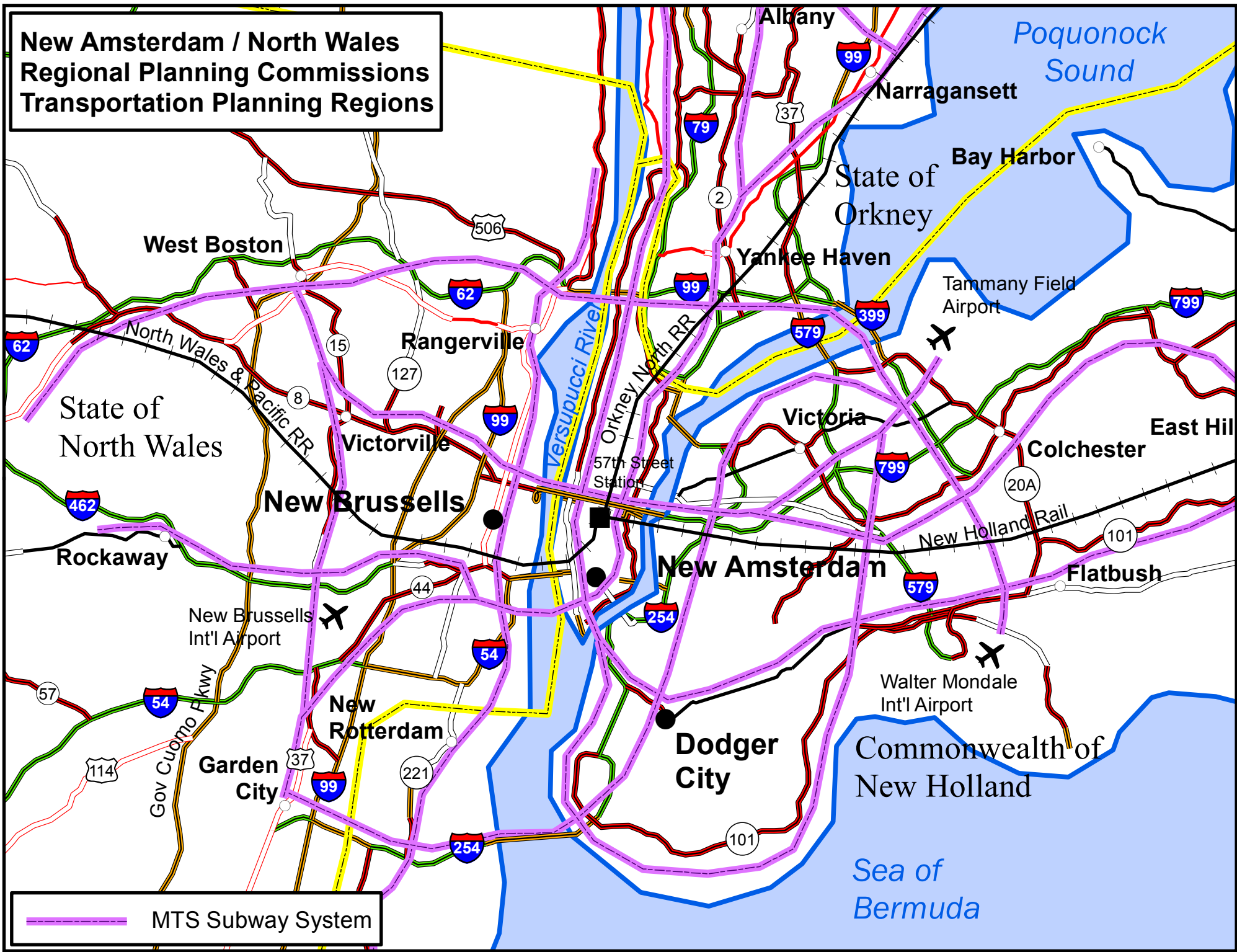
<b>Funding Silo</b>	<b>Responsible Agency</b>	<b>Estimated Revenues</b>	<b>Need</b>	<b>Percent Funded</b>
Combined State Highway & Bridge Maintenance	State DOTs	\$7.0 billion	\$17.0 billion	41.2%
Local NHS Maintenance	Cities of New Amsterdam, Dodger City, New Rotterdam, Yankee Haven & Albany	\$1.5 billion	\$3.7 billion	40.5%
Combined State Highway Mobility	State DOTs	\$4.0 billion	\$10.9 billion	36.7%
MPO Mobility*	New Amsterdam RPC New Brussels RPC	\$4.5 billion	\$9.0 billion	50.0%
FTA 5307 + Farebox	MTS	\$12.0 billion	\$19.5 billion	61.5%
Toll Revenue <sup>1</sup>	North Wales DOT	\$1.5 billion	\$3.5 billion	42.8%
Toll Revenue <sup>2</sup>	Port Authority of New Amsterdam / New Brussels	\$3.4 billion	\$5.7 billion	59.6%
<b>TOTAL</b>		<b>\$33.9 billion</b>	<b>\$69.3 billion</b>	<b>48.9%</b>

<b>Funding Silo<sup>a</sup></b>	<b>Definition of Need</b>
Highway & Bridge Maintenance Local & State	Amount required to maintain 75% of pavements in good or better condition and 75% of bridges with a structural condition score greater than or equal 75
State Highway Mobility	Amount required to eliminate Level of Service 'F' on all state owned NHS facilities
MPO Mobility*	Cost of mobility projects scoring higher than 75 utilizing the MPO project evaluation criteria score
FTA 5307 + Farebox	Amount required to address 75% of service gaps identified within the 2040 transit coordination plan
Toll Revenue <sup>1</sup>	Amount required to maintain all pavements in good or better condition and all bridges / tunnels with a structural condition score greater than or equal to 75 and eliminate Level of Service 'F'
Toll Revenue <sup>2</sup>	In addition to above, amount required to complete priority 1 projects identified for Harbor & Airport improvements

\*Note: MPO mobility projects may be of any mode and for any purpose. Within the Commonwealth of New Holland and State of Orkney, this silo is supplemented with a 0.5 cent sales tax dedicated for transportation.

<sup>a</sup>Also known as cylinders of excellence

**New Amsterdam / North Wales  
Regional Planning Commissions  
Transportation Planning Regions**



MTS Subway System