

Moving Forward 2055

Connecting Communities, Creating Opportunities



NYMTC Regional Transportation Plan
Adopted on September 5, 2025

MOVING FORWARD 2055

REGIONAL TRANSPORTATION PLAN



prepared by

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

SEPTEMBER 5, 2025



Disclaimer

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NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

RESOLUTION #2025-4

COUNCIL ADOPTION OF THE FEDERAL FISCAL YEARS (FFYs) 2026-2055 REGIONAL TRANSPORTATION PLAN AND RELATED 2025 CONGESTION MANAGEMENT PROCESS STATUS REPORT

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.324, NYMTC is responsible for the development of a Regional Transportation Plan (Plan) for the downstate New York region; and

WHEREAS, NYMTC's existing FFYs 2022-2050 Plan was adopted by the Council on September 9, 2021, having addressed all federal planning requirements set forth in 23 CFR 450.324, and, per federal regulations, expires on September 30, 2025; and

WHEREAS, NYMTC has prepared a draft FFYs 2026-2055 Plan (*Moving Forward 2055*) to address the federal planning requirements set forth in 23 CFR 450.324, beginning on October 1, 2025; and

WHEREAS, in conjunction with the draft Plan, NYMTC has also prepared a draft 2025 Status Report for the Congestion Management Process (CMP) to address regulations set forth in 23 CFR 450.322 and 23 CFR 500.109; and

WHEREAS, these draft products meet all applicable federal requirements and have undergone public involvement and public review per federal regulations and NYMTC's Operating Procedures; and

WHEREAS, at its August 21, 2025 meeting, NYMTC's Program, Finance, and Administration Committee recommended that the *Moving Forward 2055* draft and the 2025 CMP Status Report draft be adopted by the Council .

NOW, THEREFORE BE IT RESOLVED, the New York Metropolitan Transportation Council adopts *Moving Forward 2055*, the 2026-2055 Regional Transportation Plan, and the 2025 CMP Status Report.

This resolution shall take effect on the fifth day of September, two thousand and twenty-five.

ADOPTED: September 5, 2025

"I hereby certify that the above is a true copy of Resolution #2025-4, Council Adoption Of The Federal Fiscal Years (FFYs) 2026-2055 Regional Transportation Plan And Related 2025 Congestion Management Process Status Report. This Resolution was adopted and passed unanimously."

Debra Nelson
Council Secretary

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1

NYMTC'S SHARED VISION

1.1 OUR REGION AND ITS NEEDS

As of 2022, the New York metropolitan region is home to 23.0 million people and 12.4 million jobs. Its economy accounts for nearly 10% of the United States' gross domestic product. The region's residents, workers, and visitors depend on safe, accessible, and efficient transportation.

Movement of people and goods is vital to our region's economic health. To ensure continued vitality, our region needs reliable and well-maintained transportation infrastructure. It also needs to be safe, fair, human-centered and provide meaningful choices to individuals of all abilities. It needs to adapt to shifting travel patterns from trends such as telecommuting and e-commerce, prepare for new technologies, and contribute positively to a healthier environment.

The transportation network is not limited to moving people. Every day, millions of tons of goods are on the move, being delivered to residences, area stores, and restaurants. Cargo moves to and from intermodal centers, distribution centers, and warehouses, traveling within and outside of the region.

Our region is on the move. While the communities that comprise our vast region may move differently, we all collectively share our need to get around easily and safely. Our transportation network is, and will continue to be, an engine of regional opportunity for communities and commerce, and a connection hub for our country to the rest of the world.

1.2 OUR GUIDING PRINCIPLES

The New York Metropolitan Transportation Council (NYMTC) is the federally-required metropolitan planning organization (MPO) for New York City, Long Island, and the Lower Hudson Valley.

We, the elected and appointed officials that comprise the council, affirm the value of regional planning. While recognizing that our responsibility is limited to just 10 of the New York metropolitan region's 31 counties, we acknowledge that mobility—the ability of people and goods to move easily and safely to, from, and between locations—is crucial to the lives of residents and visitors alike, as well as the region's economic vitality.

Nine guiding principles inform our regional transportation planning process:

1. We will value the needs of all users across our region.
2. We will seek to use funding for transportation efficiently, no matter its source.
3. We will consider all modes of transportation to achieve connected networks that accommodate all modes and all users.
4. We will plan for modal shifts, first/last mile connections, and multi-system accessibility and operability.
5. We will support multi-agency approaches to better integrate the regional transportation system.
6. We will collaborate and coordinate with other government entities to address regional challenges.
7. We will engage the public and community stakeholders through workshops, webinars, and other outreach to help guide key decisions in the planning process.
8. We will invest in the collection and sharing of quality metrics and data related to transportation.
9. We will be open to innovation and technological advancements to enhance our transportation system.

These guiding principles shape how we follow our vision and pursue our goals.

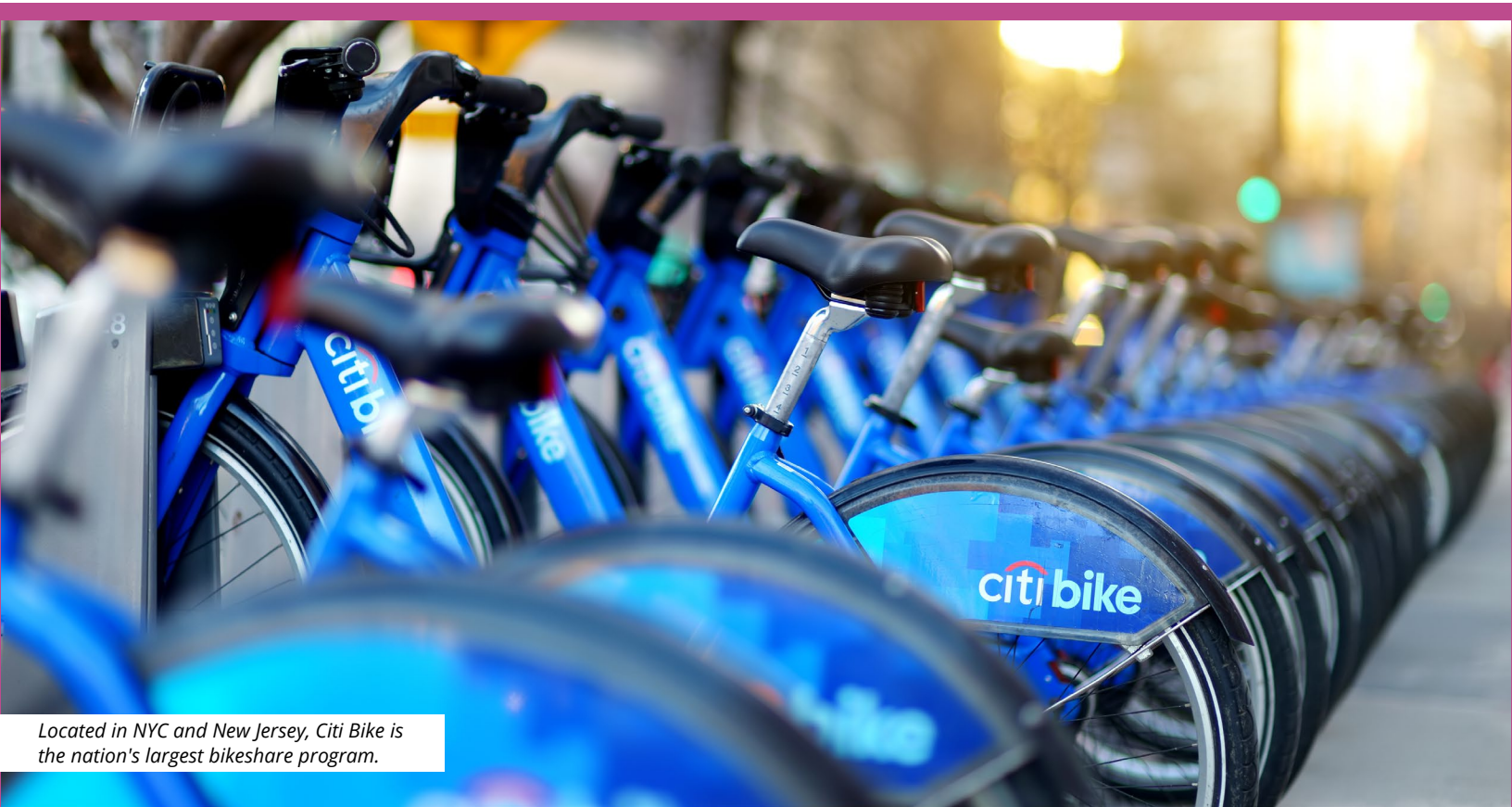
1.3 OUR VISION AND GOALS

All people, regardless of race, disability status, age, or socioeconomic background have a right to live, work, and play in communities that are safe, healthy, and free of harmful environmental conditions. Our shared vision is one in which safe, accessible, and efficient mobility for people and goods is made possible by well-maintained and reliable infrastructure.

Furthermore, we envision a future where transportation infrastructure and technology enhance community health, minimize pollution, and where strategic investments in transportation drive continued economic growth.

Extreme weather, for example, is an increasing threat that our region must respond and adapt to. The transportation sector in our region is also a leading contributor to harmful air pollution. It is crucial that we provide options that enhance our ability to further reduce air pollution and help mitigate the effects of extreme weather events.

1-3



Located in NYC and New Jersey, Citi Bike is the nation's largest bikeshare program.

Given this vision, we seek to establish and maintain a transportation system for which:



1.4 OUR OBJECTIVES IN PURSUING THESE GOALS

As we pursue our goals, the following objectives will focus our vision and help target activities.



1. A transportation system for which safety and security are maximized for people and goods across all uses and modes.

- a. Ensure that investments in transportation assets enhance the safety and security of passengers and freight systems.
- b. Prioritize safe streets, intersections, railroad grade crossings and shared-use right of ways, and establish road safety initiatives that follow a Safe System approach.
- c. Coordinate safety management, training, and safety education for all who share our streets across jurisdictional borders.
- d. Improve operational safety and security, incorporating the changing nature of transportation and technology so that transportation facilities safely accommodate all travelers.
- e. Strengthen connected vehicle programs and policies and champion driver assist programs and other technologies that contribute to overall system and individual user safety.
- f. Improve in-person and automated safety enforcement procedures.
- g. Prioritize the safety of transportation system operators, workers, and contractors through planning and coordinated management of work zones.

1-5



Bicycle infrastructure supports safe cycling in Jackson Heights, Queens.



2. A transportation system for which infrastructure is maintained and improved in a sustainable manner.

- a. Maximize environmental/fiscal sustainability and minimize carbon intensity when maintaining, improving, modernizing, and/or replacing transportation infrastructure.
- b. Reimagine and repurpose the assets that comprise the region's transportation infrastructure so as to reconnect communities and improve accessibility across all modes.
- c. Rebuild, replace, and/or modernize needed transportation assets for passengers and freight.
- d. Invest in the integration of the region's multimodal transit network.
- e. Create efficient and environmentally sound freight networks, systems, and facilities.
- f. Plan and manage work zones and Maintenance and Protection of Traffic programs to efficiently advance infrastructure upkeep.
- g. Plan for the development and use of advanced technologies and materials.



The new East Lincoln Avenue bridge in Lower Westchester replaced an aging asset and improves flood resiliency.



3. A transportation system for which resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.

- a. Protect and fortify major transportation assets.
- b. Invest in extreme weather vulnerability analyses and material solutions for transportation assets.
- c. Improve regional coordination on emergency and long-term responses to system-wide extreme weather impacts and sea level rise.
- d. Enhance the transportation network's resiliency by increasing travel options and redundancies.
- e. Collaborate on resiliency projects that have significant transportation implications.
- f. Coordinate across jurisdictions to advance resiliency and sustainability.
- g. Prioritize resiliency and sustainability in a manner that considers the needs of designated Communities of Concern.
- h. Invest in future energy infrastructure to minimize the impact of grid events and supply chain disruptions on the transportation system and its users.
- i. Promote resiliency strategies that account for environmental determinants of health and their impact on vulnerable communities.

1-7



The Drewville Road Bridge over the Croton River in Putnam County was replaced in 2023.



4. A transportation system for which congestion is mitigated through investments and technology in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.

- a. Sustainably manage current and future demands, with an emphasis on expanding active transportation and transit.
- b. Support mobility for all users by encouraging active transportation, micromobility, complete streets, and other strategies.
- c. Modernize local freight networks to efficiently plan for growth in the volume of and change in product deliveries.
- d. Expand the reach of the system to emerging markets, addressing access to and incentivizing employment, social, and recreational opportunities.
- e. Incorporate emerging and innovative technologies, transportation services and tools into efficient network design, operations, and monitoring.
- f. Coordinate with governing bodies for clearer accountability, funding, and planning arrangements.

1-8



Grand Central Madison opened in January 2023 and is the country's largest passenger rail terminal to be built in 67 years.



5. A transportation system for which land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.

- a. Encourage transit-oriented development as well as parking, curb, and property management, micro-mobility pathways, and other long-term sustainable land use strategies that support passenger and goods movement while reducing pollution.
- b. Encourage strategic distribution of growth throughout the region by prioritizing density over less dense development near transit, and by prioritizing transit investments where development is occurring.
- c. Help create/sustain vibrant communities through placemaking.
- d. Leverage land use mechanisms to improve access to destinations.
- e. Manage the First-Mile, Last-Mile planning process through collaboration with transportation and land use planning officials and affected stakeholders.
- f. Consider the impacts that transportation policies and projects will have on land values and proactively mitigate negative effects on existing communities.



The New York City skyline at sunset.



6. A transportation system for which fairness in transportation is advanced and access to opportunities is improved for all communities.

- a. Improve first- and last-mile access to transit.
- b. Improve accessibility to the transportation system for users of all abilities.
- c. Provide more frequent and reliable transit service.
- d. Strategically expand transportation services and information to enhance mobility in communities with the greatest mobility needs.
- e. Improve access to social and economic opportunities for all populations, regardless of age, ability, race, ethnicity, or income.

1-10



With the completion of elevators, the Grand Street Subway Station is now fully accessible.



7. A transportation system for which environmental impacts—including harmful air pollutants—are significantly reduced through technology applications, increased use of greener travel options, and improved system efficiency.

- a. Support land use sustainability through improved and efficient transportation services and facilities, which enable more efficient land uses.
- b. Practice environmental stewardship in the maintenance and enhancement of the transportation system.
- c. Promote and improve public transportation and active transportation modes, such as walking and cycling, to reduce pollution, improve air quality, and support public health.
- d. Support lower- and zero-emission alternatives to current trucking through vehicle technology and greater modal balance.
- e. Modernize public vehicle fleets to lower- and zero-emission vehicles and support the conversion of private vehicles.
- f. Efficiently manage limited roadway capacity to mitigate congestion and vehicular pollutants.
- g. Address unequal impacts of transportation sector pollution on certain communities.

1-11



The MTA will replace and transform its entire bus fleet with zero-emissions vehicles by 2040.