



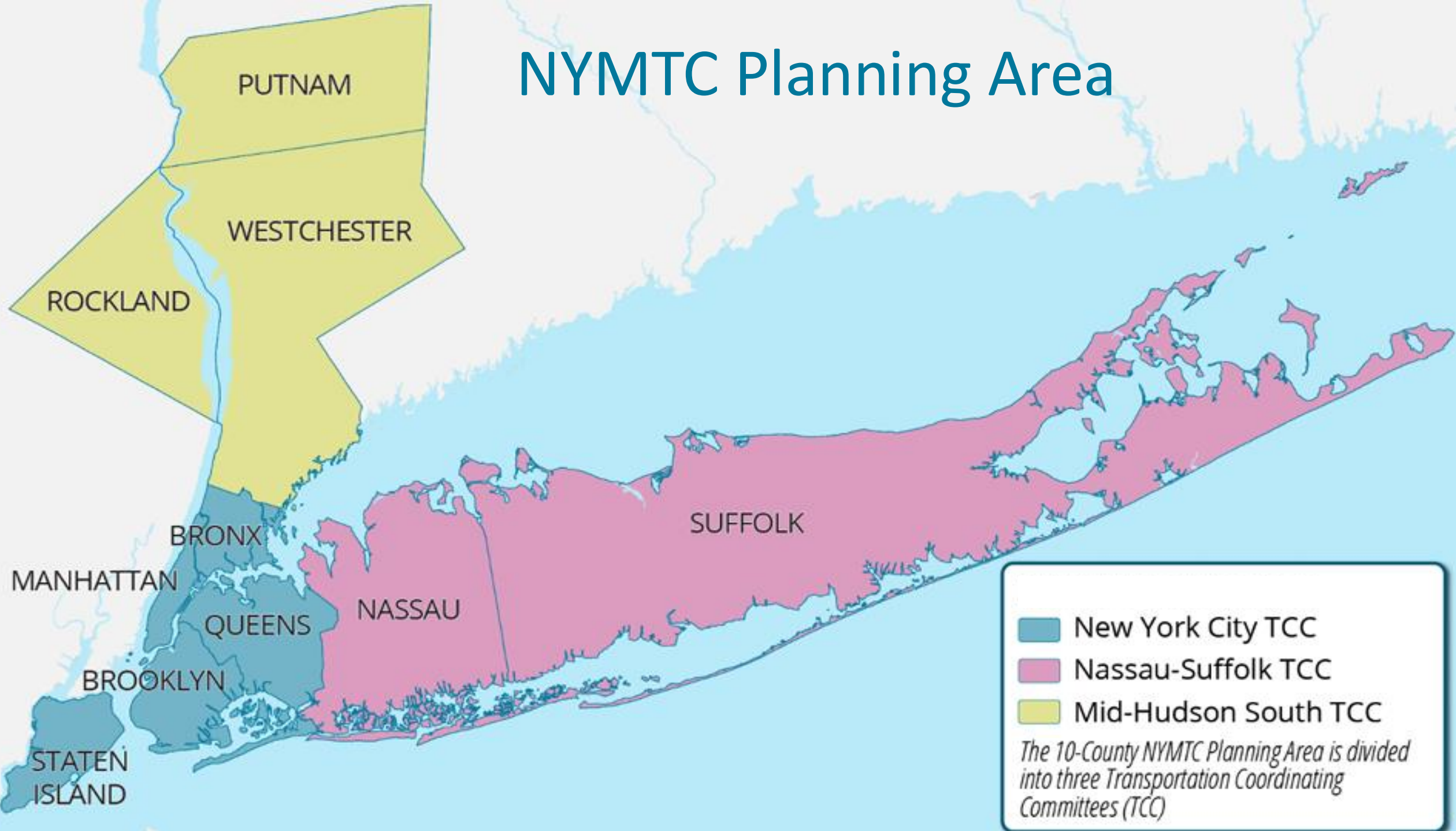
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC)

NYMTC's Planning Products

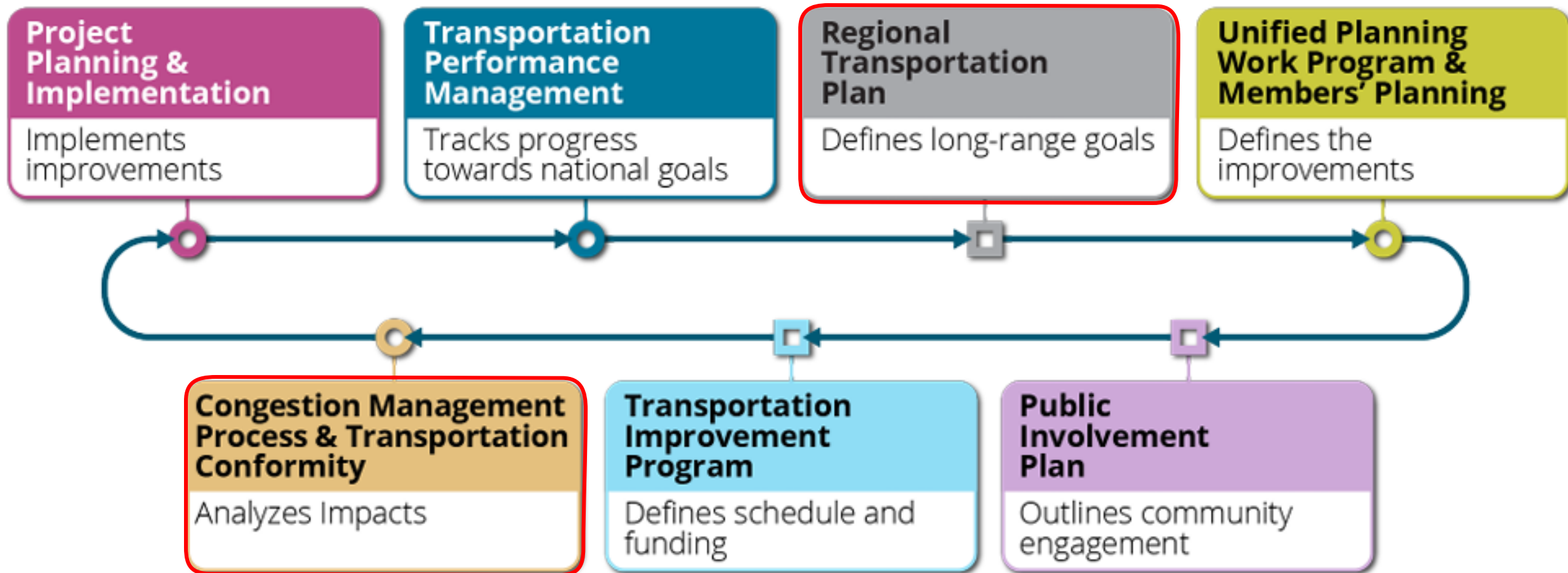
- Draft Regional Transportation Plan (*Moving Forward 2055*)
- Draft 2025 Congestion Management Process (CMP) Status Report
- Draft Transportation Conformity Determination

PFAC Meeting August 21, 2025

NYMTC Planning Area



Metropolitan Transportation Planning Process



Public Comment Periods

	30-Day Public Comment Periods	Public Review Meetings
➤ Draft Transportation Conformity Determination	June 2 – July 1, 2025	June 17
➤ Draft Regional Transportation Plan (RTP) - <i>Moving Forward 2055</i> ➤ Draft 2025 CMP Status Report	June 30 – July 30, 2025	July 15

- Comments were included in the document Appendixes



NYMTC's Regional Transportation Plan *(Moving Forward 2055)*

What is a Regional Transportation Plan?

The Regional Transportation Plan is a federally-required planning product that defines the region's long-term transportation needs and desires over a minimum 20-year time frame

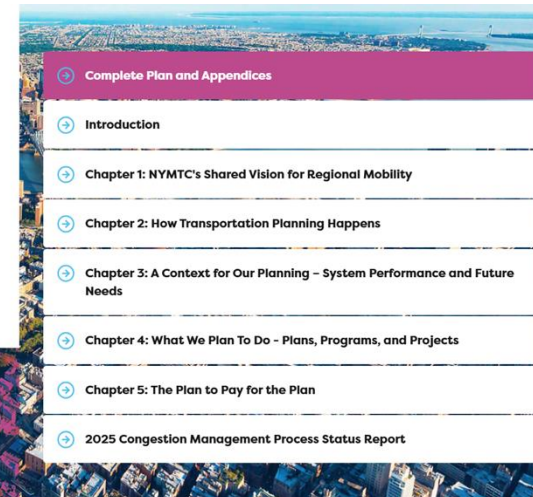
Updated every four years, the Plan is a **blueprint that helps guide federal funding** of investments in the NYMTC planning area based on the Council's vision for the region and is **developed collaboratively** with **members, agencies, other stakeholders and the public**



What is a Regional Transportation Plan?

The Plan covers **all modes of surface transportation** from a regional perspective including **highways, streets, public transportation, bicycle** and **pedestrian** facilities, goods movement and **human services transportation**

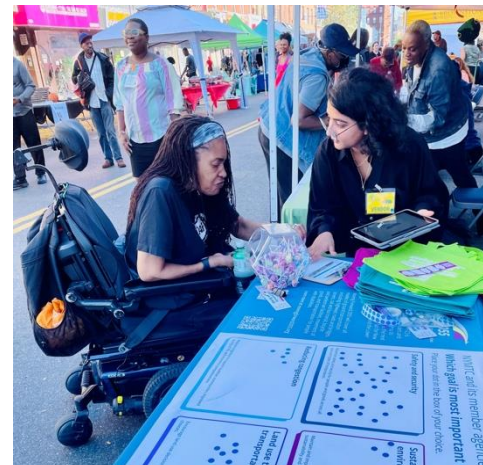
In addition, it addresses key transportation activities such as **operations** and **management** of the **transportation system**, **safety, security** and **regional finances**



Public Outreach for the Draft Plan

The draft Plan was developed in part through an **extensive outreach program** from September 2023 through June 2024, including:

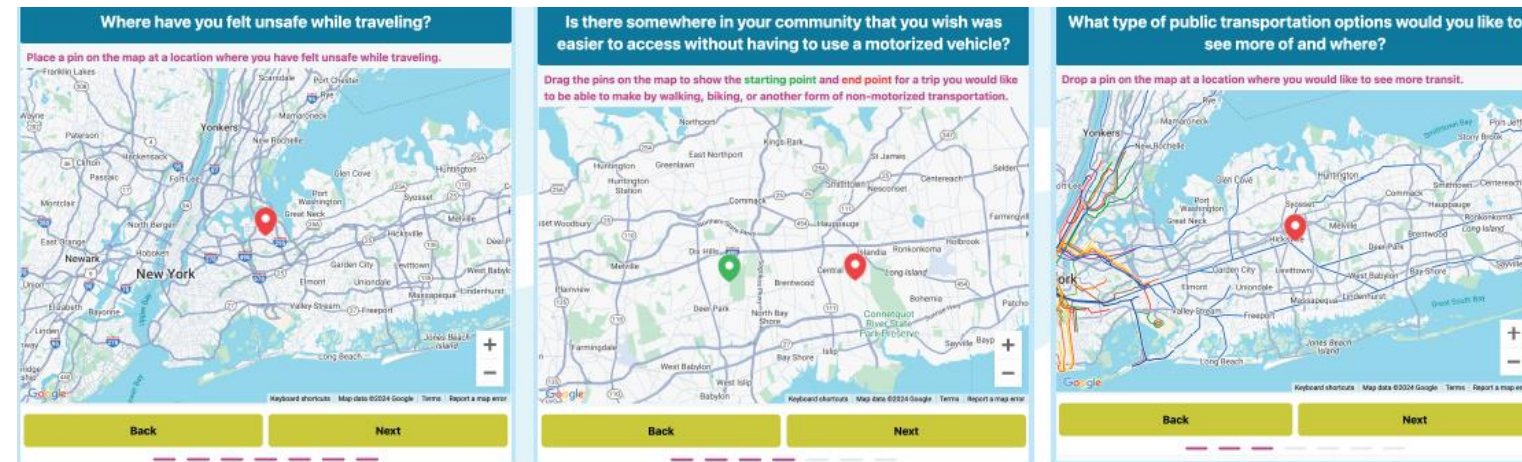
- Public-friendly website
- Short informational video
- Social media campaigns
- Virtual topical forums
- Virtual focus groups with Communities of Concern and users of specialized transportation services
- Community-based outreach to 50 organizations
- In-person pop-ups at various community events
- Interactive survey



Public Outreach for the Draft Plan

Interactive Survey and Geolocated Dashboard

- Built-in accessibility features
- Mobile, tablet, desktop friendly
- Custom-built platform
- Mapped data responses
- Supporting survey to reach demographic gaps
- 2,800+ respondents
- 1,300+ geolocated data points
- 500+ comments



Guiding Principles

The Vision identifies nine guiding principles:

**Value the needs of all
users**

**Use funding for
transportation
efficiently**

**Achieve connected
networks**

**Achieve multi-system
accessibility and
operability**

**Integrate the regional
transportation system**

**Support multi-agency
approaches**

Engage the public

**Collect and share
quality metrics and
data**

**Embrace innovation
and technological
advancements**

Proposed Vision and Goals

NYMTC recognizes 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

We aspire to ensure that 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 Vision is one in which safe, accessible, and efficient mobility for people and goods is made possible by well-maintained and reliable infrastructure

Vision Goals

The new plan is organized around seven goals:

**Safety and
Security**

Infrastructure

Resiliency

Congestion

Land Use

**Fairness and
Access**

Environment

Financial Sections

Federal regulations require that the financial plan include the following:

- System-level estimates of the **costs and resources** reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation;
- Estimates of **funds that will be available** for the implementation of the Plan; and
- **Additional financing strategies** for the implementation of the Plan

Cost and Resources Categories

For the *federally supported* transportation system:

Operations and
Maintenance (O&M)

System Preservation

System
Enhancement

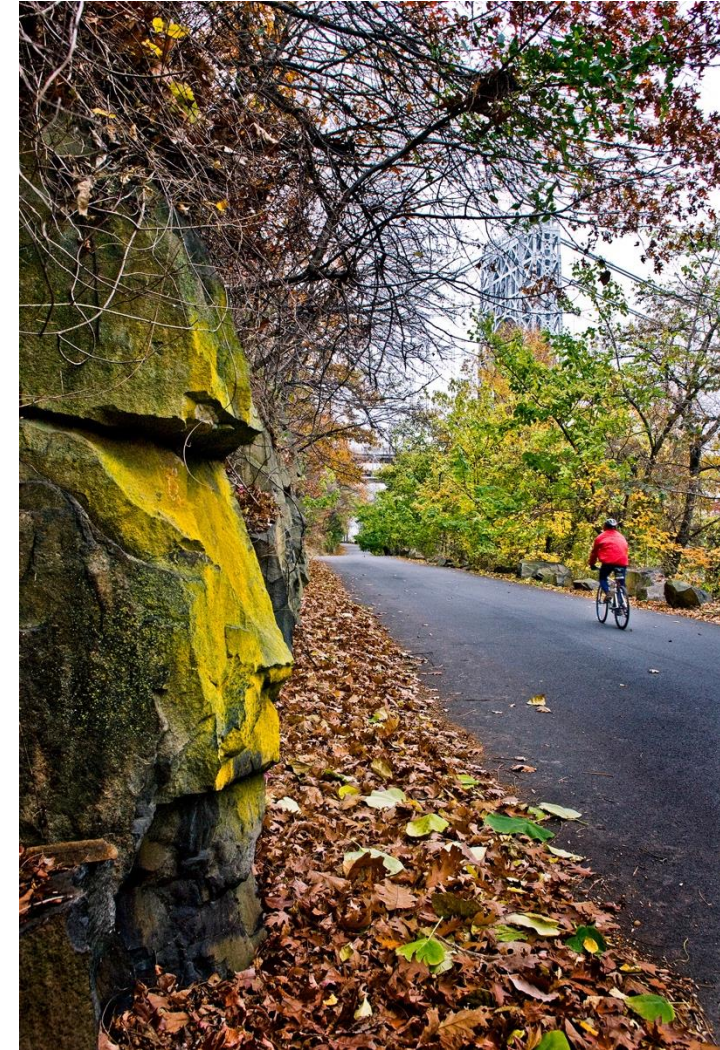
Moving Forward 2055 - Projected Costs & Resources

Projected Costs & Resources (in millions of YOE dollars)



Key Plan Appendices

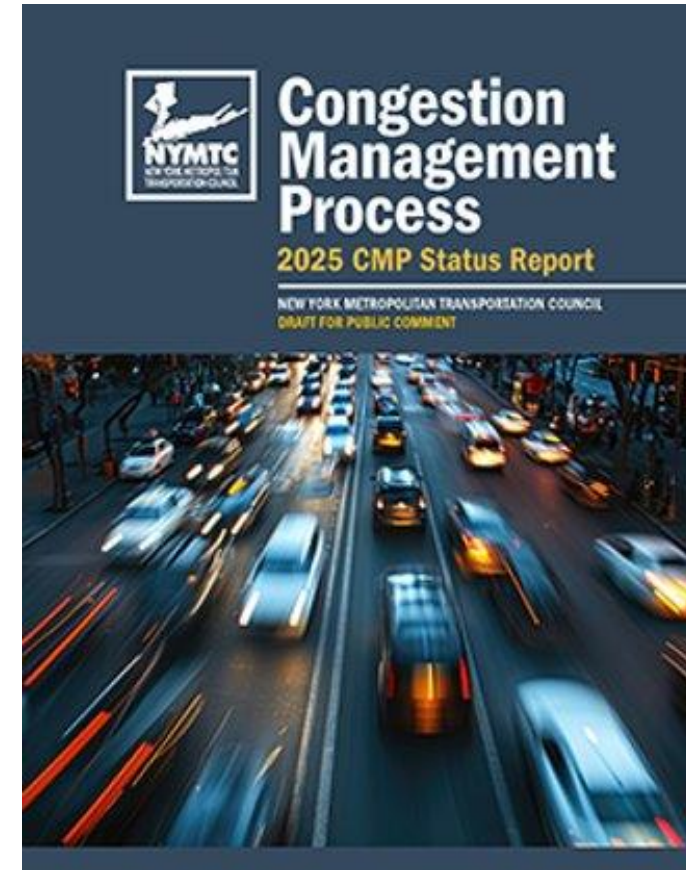
- Active Transportation Plan
- Coordinated Public Transit-Human Services Transportation Plan
- Regional Freight Element
- Title VI Assessment
- Environmental Mitigation and New Consultation



Congestion Management Process (CMP) Status Report

Federal Requirements

- NYMTC's planning area meets the federal definition of a *transportation management area*
- Congestion Management Process Requirements:
 - Systematically forecast traffic congestion in its planning area
 - Produce specific performance measurements to identify levels of congestion, and
 - Prepare a program to reduce that congestion
- CMP Status Report Published with each Plan
 - Overview
 - Analysis
 - Strategy



Source: AVAIL, 2023

AM Peak Period (6 AM - 10 AM)

- 40,000 - 100,000 (Mildly Congested)
- > 100,000 (Highly Congested)

VMT DAILY TOTALS		VHD DAILY TOTALS		POPULATION (IN THOUSANDS)	
2019	61,717,923	2019	1,950,064	2019	2,922
2055	70,657,789	2055	2,502,597	2055	3,286
14% GROWTH		28% GROWTH		12% GROWTH	

VMT: Vehicle Miles Traveled
VHD: Vehicle Hours of Delay

Source: NYBPM

Congestion Management Strategies and System Enhancement Investments

- Toolbox of strategies to be considered in the planning process
- Relevant goals, objectives, strategies and actions from *Moving Forward 2055*
- System Enhancement Investments programmed in *Moving Forward 2055* and the Federal Fiscal Years 2026-2030 Transportation Improvement Program



Transportation Conformity Determination

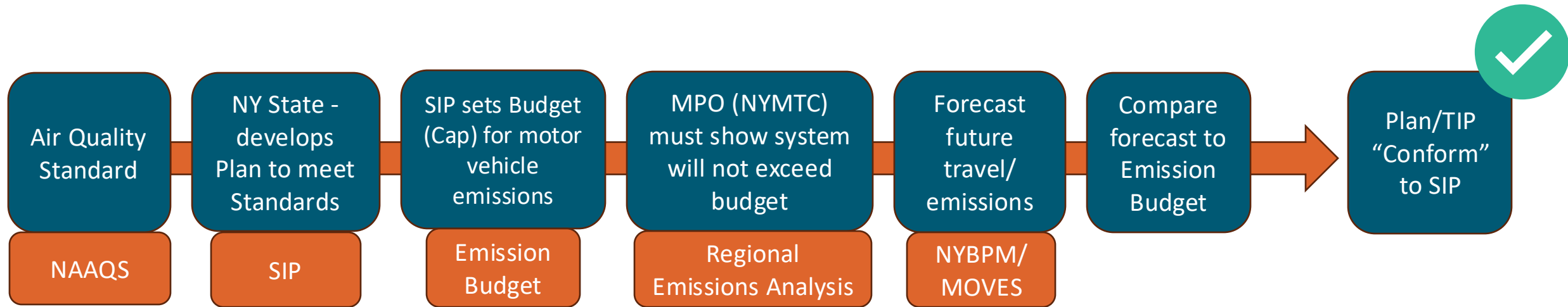
Transportation Conformity

A requirement of the Clean Air Act Amendments of 1990, which set National Ambient Air Quality Standards (NAAQS)

Required for eligibility for federal transportation funding in nonattainment areas (i.e., areas not meeting the clean air standards)

Focuses on mobile source emissions from cars, trucks, motorcycles, and transit

Transportation Conformity - Overview



2025 Transportation Conformity Determination

2025 Conformity Determination and associated regional emissions analysis:

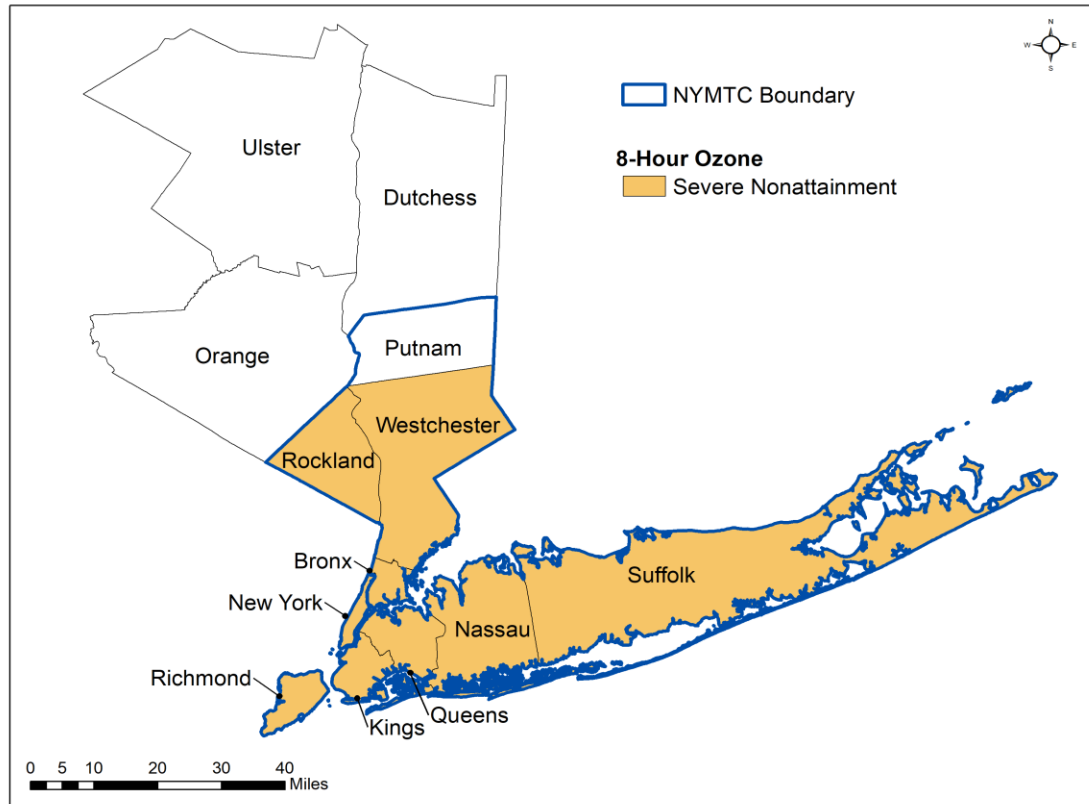
- Undertaken in connection with the development of the FFYs 2026-2030 Transportation Improvement Program (TIP) and 2026-2055 Regional Transportation Plan (RTP)



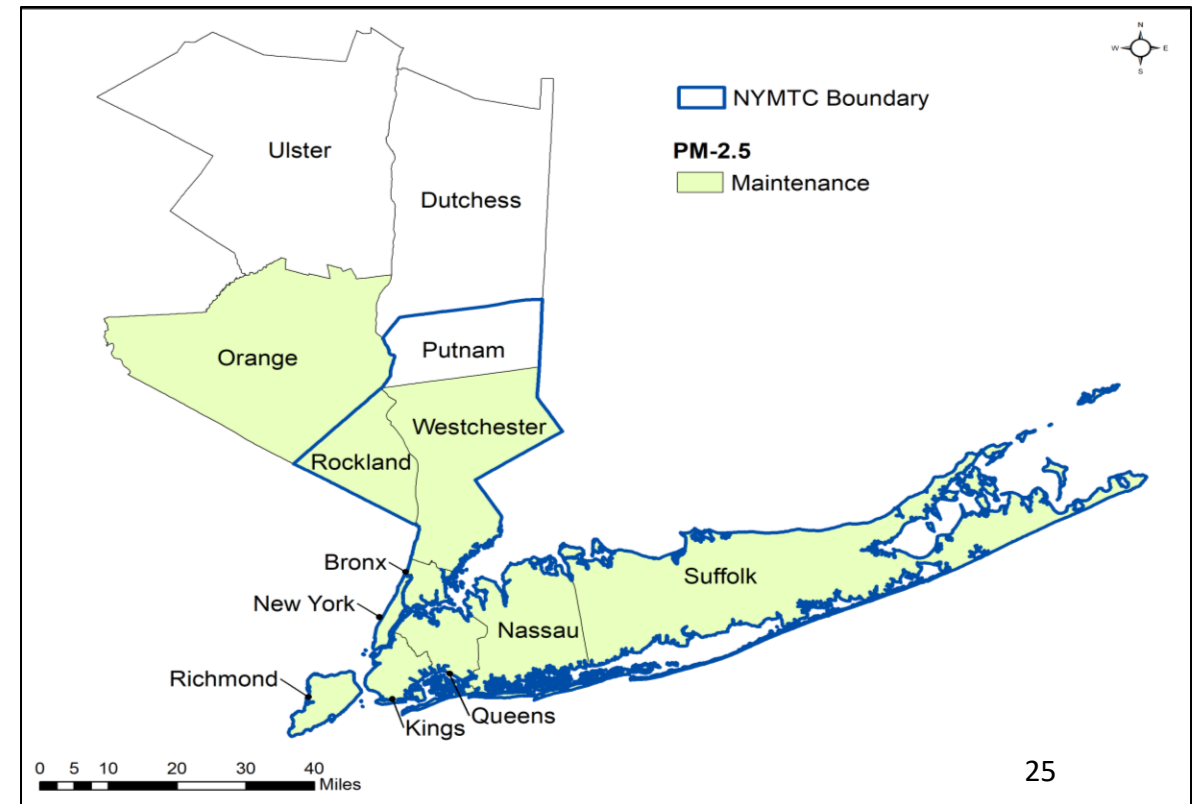
National Standards and Nonattainment Areas

New York portions of New York-Northern New Jersey-Long Island, NY-NJ-CT

8-Hour Ozone (2008 NAAQS) Nonattainment Area



PM 2.5 (1997 annual/2006 24-hr NAAQS) Maintenance Area



Coordination and Consultation

- Interagency Consultation Group (ICG)
 - Federal and State representatives
 - The latest available planning assumptions
 - An acceptable transportation demand modeling approach
 - An appropriate mobile-source emissions post-processor
 - The appropriate consideration of non-exempt and regionally significant transportation improvement projects in the regional emissions analysis
- Orange County Transportation Council (OCTC) and Dutchess County Transportation Council (DCTC)
- NYMTC Member Agencies



Regional Emissions Analysis



Code non-exempt projects (Highway, Transit, and ITS-Signal)



Run NYBPM for future scenario years to generate Vehicle Miles Travelled (VMT), Vehicle Hours Travelled (VHT)



USEPA's MOVES (Motor Vehicle Emission Simulator) to generate emissions for each pollutant, county, and scenario year



Compare forecasted emission inventories for each year with emission budgets set by SIP

Conformity Statement

The proposed Federal Fiscal Years (FFYs) 2026-2030 TIP and FFYs 2026-2055 Regional Transportation Plan, ***conform*** with the applicable New York State SIP for Ozone and PM_{2.5}.

This Transportation Conformity Determination demonstrates the consistency of the TIP and RTP with the intent of the Clean Air Act Amendments of 1990 and the state and federal transportation conformity regulations.



Questions