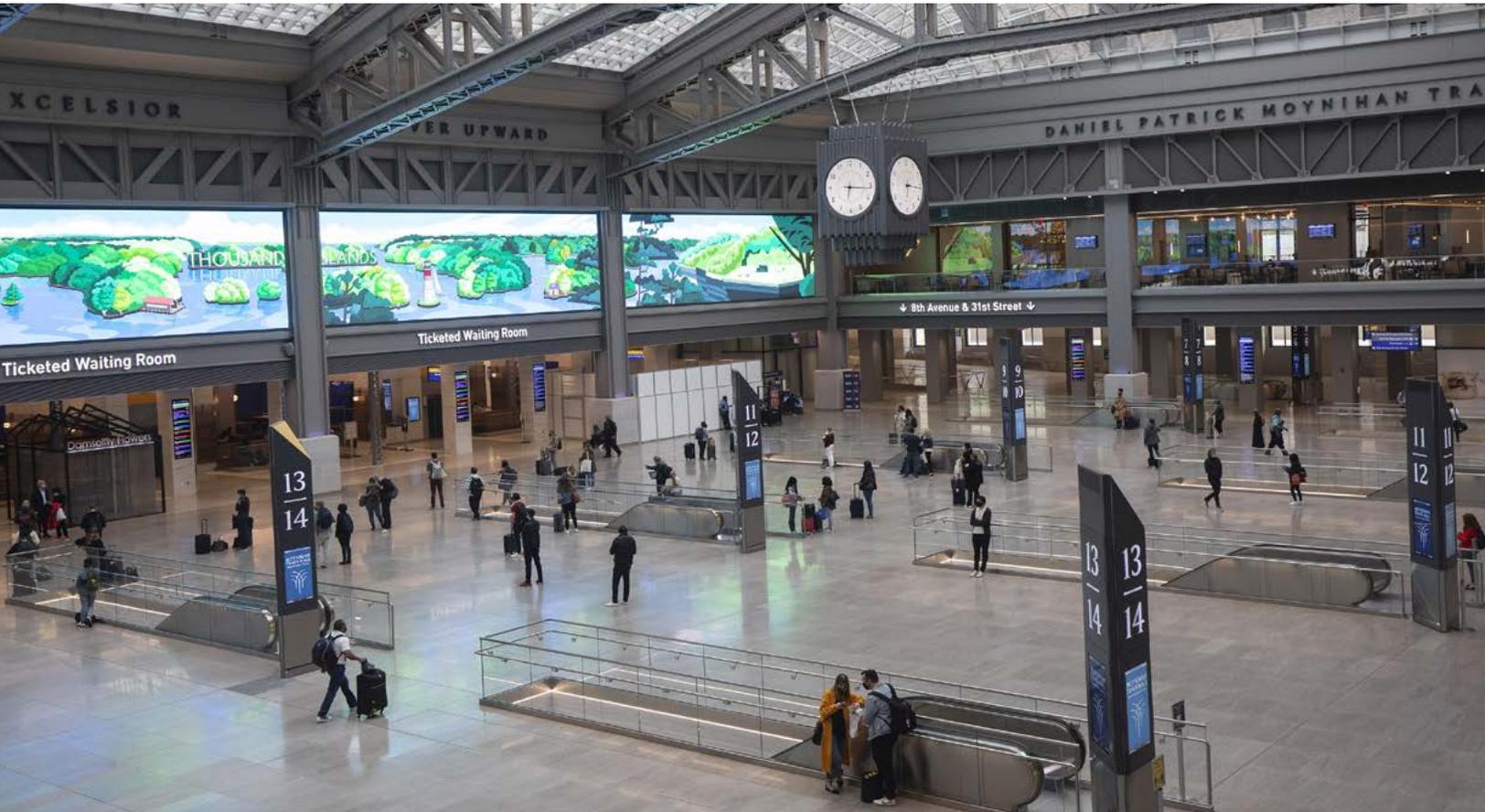




# Moving Forward

Your Region, Connected



**New York Metropolitan Transportation Council**  
**Regional Transportation Plan**  
**Adopted on September 9, 2021**

## Disclaimer

The preparation of this report has been financed through the U.S. Department of Transportation's Federal Transit Administration and Federal Highway Administration. This document is disseminated under the sponsorship of the New York Metropolitan Transportation Council (NYMTC) in the interest of information exchange. The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Transit Administration, Federal Highway Administration or the State of New York. This report does not constitute a standard, specification or regulation.

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## NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

## RESOLUTION #2021-5

COUNCIL ADOPTION OF THE FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL  
TRANSPORTATION PLAN AND RELATED 2021 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 its planning area; and

**WHEREAS**, NYMTC's existing FFYs 2018-2045 Plan was adopted by the Council on June 27, 2017, having addressed all federal planning requirements set forth in 23 CFR 450.324, and, per Federal regulations, expires on September 30, 2021; and

**WHEREAS**, NYMTC has prepared a draft FFYs 2022-2050 Plan, entitled *Moving Forward*, to address the federal planning requirements set forth in 23 CFR 450.324 beginning on October 1, 2021; and

**WHEREAS**, in conjunction with the draft Plan, NYMTC has also prepared a draft 2021 Status Report for the Congestion Management Process (CMP) to address regulations set forth in 23 CFR 450.322; 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

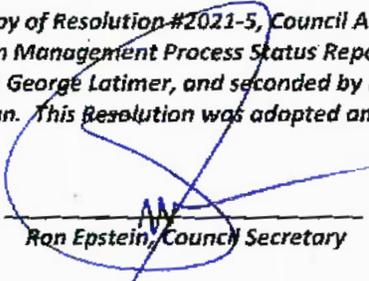
**WHEREAS**, at its August 19, 2021 meeting, NYMTC'S Program, Finance and Administrative Committee recommended that the *Moving Forward* draft and the 2021 CMP Status Report draft be adopted by the Council.

**NOW, THEREFORE BE IT RESOLVED**, the New York Metropolitan Transportation Council adopts *Moving Forward*, the 2022-2050 Regional Transportation Plan, and the 2021 CMP Status Report.

This resolution will take effect on the ninth day of September, two thousand and twenty-one.

**ADOPTED: September 9, 2021**

"I hereby certify that the above is a true copy of Resolution #2021-5, Council Adoption of the Federal Fiscal Years 2022-2050 Regional and Related 2021 Congestion Management Process Status Report, and was motioned by Naomi Klein, representing Westchester County Executive George Latimer, and seconded by New York City Department of Transportation Commissioner Henry Gutman. This Resolution was adopted and passed unanimously."

  
\_\_\_\_\_  
Ron Epstein, Council Secretary

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

25 BRAVER STREET ▼ SCITE 201 ▼ NEW YORK ▼ NEW YORK ▼ 10004 ▼ 212.383.7200 ▼ WWW.NYMTC.ORG



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# 1

## NYMTC'S SHARED VISION FOR REGIONAL MOBILITY

### 1.1 OUR REGION AND ITS NEEDS

*Whether in Midtown Manhattan, Mount Vernon, Montebello, Mahopac, Mineola or Montauk, we all rely on the country's most robust transportation network to get us where we need to go and to make available the things that we need. Every day, millions of people are on the move in this multi-state metropolitan region—commuting to their jobs, dropping children off at school, visiting family and friends, racing to the airport to catch a flight, or just going about everyday routines. Every day, millions of tons of goods are on the move, being delivered at residences; moving to and from intermodal centers, distribution centers, and warehouses; and traveling through the region to and from adjacent areas. And while different communities may move differently across this vast region, we all collectively share our need to get around easily and safely.*

## 1.2 OUR VISION AND GOALS

The state and local officials who make up the New York Metropolitan Transportation Council (NYMTC) recognize that mobility—the ability of people and goods to move easily and safely to, from, and between locations—is crucial to the lives of people of all abilities who live in, work in, or visit the NYMTC planning area. Therefore, we aspire to (1) ensure that the mobility provided reaches everyone in a sustainable, healthy, and equitable manner; (2) invest efficiently for these transportation needs; and (3) respond effectively to changes in transportation and mobility needs and capabilities.

When we come together as NYMTC, we form a regional council that is the federally required metropolitan planning organization (MPO) for New York City, Long Island, and the Lower Hudson Valley. As NYMTC, we will pursue our shared vision through the metropolitan transportation planning process built from this regional transportation plan. To do this, we envision a transportation system that:

- 1  Ensures the safety and security of people and goods across all uses and modes.

---

- 2  Is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.

---

- 3  Efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.

---

- 4  Minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.

---

- 5  Is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.

## 1.3 OUR GUIDING PRINCIPLES

As we pursue these goals through the regional transportation planning process, the guiding principles described below inform our planning. We will:

- Consider the needs of all users in NYMTC's planning area throughout the planning process.
- Make the best use of federal resources for the regional transportation system and increase them where practical, while leveraging local resources as efficiently and effectively as possible.
- Monitor the performance of the regional transportation system as a means of prioritizing improvements and investments.
- Support multi-agency approaches that enhance the integration of independently operated components of the regional transportation system.
- Engage the public and community stakeholders.
- Harness technological advancements to improve the transportation system.

## 1.4 OUR OBJECTIVES IN PURSUING THESE GOALS

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



**1 A transportation system that ensures the safety and security of people and goods across all uses and modes.**

1. Ensure that investments in existing physical assets protect the safety of, among others, passengers and freight systems.
2. Promote safe streets and intersections.
3. Keep transportation systems secure from threats.
4. Coordinate safety management, training, and education across jurisdictional borders.
5. Improve the safety and security of system operations.



**2 A transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.**

1. Rebuild/replace and modernize the assets that comprise the region's vast transportation infrastructure for passengers and freight.
2. Improve first- and last-mile access to transit.
3. Provide more frequent and reliable transit service.
4. Improve accessibility to the transportation system for users of all abilities.
5. Invest in improving the integration of the multimodal transit network.
6. Improve the integration of freight modes and facilities.
7. Invest in collection and sharing of quality transportation data.
8. Promote equity in transportation and workplace access opportunities for all populations, regardless of age, ability, race, ethnicity, or income.



**3 A transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.**

1. Invest in system capacity to satisfy demand, relieve overcrowding, address bottlenecks, and improve performance for passengers and freight, with an emphasis on core markets and activity centers.
2. Expand the reach of the system to underserved communities and emerging markets, addressing passenger transportation as well as access to goods and freight services.
3. Encourage walking and biking, transit-oriented development, Complete Streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement.
4. Modernize local freight networks to efficiently plan for growth in the volume of and change in product deliveries.
5. Incorporate emerging and innovative transportation services and tools into efficient network design.



**4 A transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.**

1. Encourage alternatives to single-occupant vehicle trips.
2. Encourage lower-emissions alternatives to trucking.
3. Modernize vehicle fleets to higher-standard and lower-emissions vehicles.
4. Efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions.
5. Promote responsible environmental stewardship in transportation projects.
6. Address unequal impacts of transportation emissions on communities.



**5 A transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.**

1. Protect and fortify major transportation assets.
2. Continue to invest in sea level rise and climate change risk analyses for transportation assets.
3. Improve regional coordination on emergency and long-term responses to system-wide climate impacts.
4. Enhance the transportation network's resiliency by increasing travel options and redundancies.

