NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam S. Levine, P.E., AICP
Executive Director

NYMTC MEETING NOTICE

The New York Metropolitan Transportation Council (NYMTC) announces its next Program, Finance and Administration Committee (PFAC) meeting on Thursday, November 19, 2026, at 11:30 a.m. This meeting can be attended in person at 25 Beaver Street, 2nd floor, in lower Manhattan or through the following webinar link:

WEBINAR LINK https://bit.ly/1119PFAC
Event Number: 2825 692 9892; Webinar Password: PFAC11192026
Audio Conference: 1-929-251-9612; Access Code: 282 569 29892
(73220416 when dialing from a phone or video system)

All Attendees: Please RSVP by sending an email to NYMTC-Public-Info@dot.ny.gov

AGENDA

I. **CALL TO ORDER, ROLL CALL AND OPENING REMARKS**

II. **EXECUTIVE DIRECTOR'S REPORT**

III. **PRESENTATION – Next Stop: Fast Buses, Better Service Plan. Presenter: Christopher Hrones Director – Transit Planning & Policy, New York City Department of Transportation (NYCDOT)**

IV. **PUBLIC PARTICIPATION - Reserved for registered participants on a first-come, first-served basis. Register by email to NYMTC-Public-Info@dot.ny.gov by 10 a.m. on 11/19. Remarks are limited to three minutes.**

V. **ACTION ITEMS (synopsis is available to be downloaded at www.NYMTC.org)**
   a. **ACCEPT:** September 17, 2026, Meeting Synopsis
   b. **ADOPT:** RESOLUTION #618 - Endorsement of Established Traffic Congestion Performance Measure Targets for the Bridgeport-Stamford Urban Areas and Amended Congestion Mitigation/Air Quality (CMAQ) Performance Plan
   c. **ADOPT:** RESOLUTION #619 - Amendments to State Fiscal Year (SFY) 2026-2027 Unified Planning Work Program (UPWP)
   d. **ADOPT:** RESOLUTION #620: - Amendment to the Vision Element of the FEDERAL FISCAL YEARS (ffys) 2026-2055 Regional Transportation Plan

VI. **CONFIRMATION OF NEXT PFAC MEETING – Thursday, January 21, 2027 @ 11:30 a.m.**

VII. **ADJOURN**

Language Access:
For translated documents, go to www.nymtc.org
Para los documentos traducidos ir a www.nymtc.org
對於翻譯文件去 www.nymtc.org
对于翻译文件去 www.nymtc.org
Для получения переведенных документов перейти на www.nymtc.org

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Executive Director

MEETING SYNOPSIS
SEPTEMBER 17, 2026 PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE MEETING

A. CALL TO ORDER AND ROLL CALL

The New York Metropolitan Transportation Council's (NYMTC's) Program, Finance, and Administration Committee (PFAC) meeting was called to order by Adam Levine, NYMTC Executive Director. He noted that the meeting was being held virtually and in person at the NYMTC offices located at 25 Beaver Street in lower Manhattan. After completing the roll call of the PFAC members, he declared that there was a quorum as per NYMTC's Operating Procedures.

B. EXECUTIVE DIRECTOR'S REPORT

Adam Levine, NYMTC's Executive Director, provided the following report of noteworthy events and extraordinary work that has taken place since the last PFAC meeting in June:

Conformity

NYMTC staff have undertaken an interim conformity analysis, in addition to the usual annual cycle, to include member projects identified as priorities since the last round. Project information is being gathered to model air quality impacts so these projects can be progressed as soon as possible.

NYBPM

The NYBPM team has focused on improving the model's Manhattan-to-Long Island travel predictions and has responded to data requests from agencies such as the NYC Department of Health and Mental Hygiene and from consultants working on member projects.

Survey

The Survey Community of Practice (NY SHAReD) met on July 28 and August 7 to discuss the path forward for the Regional Household Travel Survey. Resource Systems Group presented its methodology for a synthetic survey that will update NYMTC's 2010/2011 survey using more recent data sources.

Data

On July 17, NYMTC launched the Crash Data Explorer, an interactive tool using ITSMR Traffic Safety Statistical Repository data to examine crash patterns and trends across the NYMTC region.

Community Planning Workshop

On September 2, the Community Planning Workshop team, with Rutgers University's POET team, shared its Rockaway Boulevard safety analysis with the southeastern Queens community. Recommendations included a shared-use path and filling connectivity gaps.

Project Tracker

NYMTC has completed its transition to Project Tracker, a new platform for managing RTP and TIP projects and STIP updates. A public viewer will be available soon at www.nymtc.org.

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Brown Bags
The Brown Bag series resumed on September 9 with presentations from the six participants in NYMTC's September 11th Memorial Program for Regional Transportation Planning. The next Brown Bag, on September 29, features Kirsten Jones, General Manager of the Port Authority Bus Terminal.

CAW Mural
A new mural created over the summer by student apprentices and teaching artists from Creative Art Works was shown for the first time at a PFAC meeting. The mural was unveiled on August 11.

Adam closed by thanking NYMTC staff and members for their hard work.

C: PRESENTATIONS

a) PRESENTATION – An Introduction to NYMTC's New Crash Data Reporter. Presenter: Munnesh Patel, Assistant Director, Technical Group Services, NYMTC.
The presentation introduced NYMTC's Crash Data Explorer, an interactive online tool launched on July 17, 2026, that makes transportation safety information more accessible and easier to understand. Using data from the Institute for Traffic Safety Management and Research (ITSMR) Traffic Safety Statistical Repository, the tool allows users to examine crash patterns and trends across the NYMTC region. Attendees asked questions about access for NYSDOT staff, coverage of Suffolk County roads, and when 2025 crash data will be available. The link to the tool, https://crashdata-nymtc.hub.arcgis.com/, was shared with participants.

D: PUBLIC PARTICIPATION

There were no public speakers.

E: ACTION ITEMS

a. ACCEPT: June 18, 2026 Meeting Synopsis
A motion to accept the June 18, 2026 Meeting Synopsis was made by Elisa Picca representing Suffolk County and seconded by Pat Gerdin representing Rockland County. There was no objection. The meeting synopsis was unanimously accepted.

b. REPORT: RESOLUTION #615 - DISTRIBUTION OF FEDERAL FISCAL YEAR (FFY) 2026 FEDERAL TRANSIT FUNDING
Per NYMTC's operating procedures, NYMTC is required to report on the recent action taken by its members by mail ballot. The voting members of PFAC unanimously adopted Resolution #615 - Distribution of Federal Fiscal Year (FFY) 2026 Federal Transit Funding on September 11, 2026.

c. ADOPT: RESOLUTION #616 - ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE NEW YORK-JERSEY CITY-NEWARK AND BRIDGEPORT-STAMFORD URBAN AREAS
A motion to adopt RESOLUTION #616 – Endorsement of Established Traffic Congestion Performance Measure Targets for the New York-Jersey City-Newark and Bridgeport-Stamford Urban Areas. The adoption was made by Jeffrey Otto representing New York City Department of Transportation and seconded by Craig Lader representing Westchester County. There was no discussion. The motion passed.

d. ADOPT: RESOLUTION #617 - 2026 CONGESTION MITIGATION/AIR QUALITY (CMAQ) PERFORMANCE PLAN
A motion to adopt RESOLUTION #617 – 2026 Congestion Mitigation/Air Quality (CMAQ) Performance Plan. The adoption was made by Barbara Barosa representing Putnam County and seconded by Conor Clarke representing New York City Department of City Planning. There was no discussion. The motion passed.

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F. CONFIRMATION OF THE NEXT PFAC MEETING

Adam Levine announced that NYMTC's next PFAC Meeting is scheduled for Thursday, November 19, 2026 at 11:30 a.m.

G. ADJOURN

A motion to adjourn the meeting was made by Barbara Barosa representing Putnam County and seconded by Elisa Picca representing Suffolk County. The motion passed and the meeting was adjourned.

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ATTENDANCE

Voting Members/Alternatives

Barbara Barosa, Putnam County Department of Planning, Development & Public Transportation
Chris Chatterton, Suffolk County
Conor Clarke, New York City Department of City Planning
Craig Lader, Westchester County Department of Planning
Elisa Picca, Suffolk County
Jeffrey Otto, New York City Department of Transportation
Joe Cuomo, Nassau County
Julia Seltzer, Metropolitan Transportation Authority
Patrick Gerdin, Rockland County Department of Planning & Public Transportation
Tiana Grimes, Metropolitan Transportation Authority
Vallon Parsons, Metropolitan Transportation Authority

Advisory (Non-Voting) Members

Dan Moser, Federal Transit Administration
Gautam Mani, Federal Highway Administration
Jay Shuffield, Port Authority of New York and New Jersey
Nathan Chadwick, North Jersey Transportation Planning Authority
Robert Bielawa, Department of Environmental Conservation
Robert Bui, U.S. Department of Transportation

NYMTC Staff and (Contractors*)

Abigail Jack
Adam Levine
Afolabi Aiyedun
Ali Afshar*
Ali Mohseni
Allyce Braddy
Amaury Medina-Milford
Babatunde Tugbobo
Carl King
Chester Gross
Daniel Etkin
Daniel McKiernan
David Drits
David Lake
Emily McGhee
Fidel Garcia*
German Hernandez
Husong Han
Jala Atkinson
John Lopez
John Simpson
Joomee Lee
Kathy Lander
Kwei Ng-Shorr
Larisa Morozovskaya
Leo Alexandropoulos
Leslie Fordjour
Lynne Thisse
Manish Shah
Maniza Pritila
Mark Maglienti
Mary Byrne
Merrill Frank
Munnesh Patel
Nikko Siegfried*
Olayinka Alamu*
Robert Mortell
Rossana Weitekamp
Sandeep Puppala*
Sandra Reyes-Guerra
Sasha Medvinsky
Seitu Allen
Shahariar Kabir
Sherry Southe
Stephanie Brooks*
Zakia Hassan

OTHERS

Abdel Saleh
Adam Carsen
Adeleke Seidi-Gbamuse
Alfred Hasenkopf
Alia Kasem
Allyson Murray
Andrew Sattinger
Anna Aleynick
Anthony Marena
Arina Plamm
Aya Abdelrahman
Aydin Tabrizi
Benjamin Fontanilles
Brandon K
Brett Cappelli
Brian (Ulster County)
Brice Peyre
Brooklyn Community Board 1
Brooklyn Community Board 16
Catherine Ponte
Chaim Simon
Cheryl Rose
Chris Cook
Chris Seeger
Christopher D'Antonio
Constantine Ioannidis
Cristal Santos
Daniel Wiley
Dominick Thorne
Edward Leimbach
Emily Dozier
Eric VanDeWall
Esther Joseph
Evan Gardi
Frank Tolbert
Frank Wefering
Garrett Duquesne
Harvey Lareau
Hau Cho Li
Ilana Wagner
Jae Kim
James Cuddy
James Rode
Jasmine Padilla
Jean-Paul Paraskevas
Jessica Matteson
Joe Raguzin
Joe Simoes
John Borroni
John Perrakis
Josh Schneider
Josh Surujbhan
Justin Hogan
Justin Salva
Kendra Armstead
Lisa Cataldo
Maddalena Romano
Madeline Arango
Marjorie (Village of Sleepy Hollow)
Mark Giuffre
Mark Hrywna
Mary Harding
Michael D'Angelo
Michael Monteleone
Michelle Messina
Mike Daly
Mohamad Talas
Nicole Farmer
Olga Olovyannikov
Olu Folarin
Patti Bourne
Renee Peters-Smith
Robyn Steinberg
Roger Griffith
Sarah Wyss
Savannah Champagne
Scott Strauss
Sean Bennett
Seth Berman
Shawna Morlock
Steve Scaduto
Steven Leano
Sue Thomas
Summer Smith
Tania Campos
Teresa Haslauer
Theresa Wilson
Tiffany Duran
Tim Ragazzo
Veronica Smolinski
Vincent Amicizia
Vincent Marciano
Wade Hardy
Yana Bolotina

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Respectfully Submitted,
Zakia Hassan
MPO Coordinator
NYMTC

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PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #618

ENDORSEMENT OF ESTABLISHED TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS FOR THE BRIDGEPORT-STAMFORD URBAN AREAS AND AMENDED CONGESTION MITIGATION/AIR QUALITY (CMAQ) PERFORMANCE PLAN

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley; and

WHEREAS, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish targets for mandated performance measures to track progress toward attainment of critical outcomes for the region; and

WHEREAS, 23 CFR 490.107 (c)(3) requires that MPOs serving Transportation Management Areas as defined in the regulations and meeting criteria specified in 23 CFR 490.105(f)(6)(iii) need to develop a CMAQ Performance Plan as required by 23 U.S.C. 149 (l); and

WHEREAS, the federal rule on performance management related to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program requires that MPOs and state departments of transportation with National Highway System facilities within urbanized areas meeting certain population thresholds set targets for the two mandated performance measures: percent of non-single occupant vehicle travel (non-SOV) and peak hour excessive delay per capita (PHED); and

WHEREAS, PFAC adopted Resolutions #616 and #617 on September 17, 2026 to approve new performance targets for the New York-Jersey City-Newark and Bridgeport-Stamford Urban Areas (UAs) and adopt a new CMAQ Performance Plan; and

WHEREAS, Due to changes in Federal methodology on calculating PHED rolled out subsequent to the adoption of the above resolutions, the Connecticut Department of Transportation has recommended changes to the previously adopted targets to the Bridgeport-Stamford UA; and

WHEREAS, These updated targets have been incorporated into an amended CMAQ Performance Plan.

NOW, THEREFORE, BE IT RESOLVED, that PFAC endorses the amended performance targets for the Bridgeport-Stamford UA and related amendments to the CMAQ Performance Plan; and

BE IT FURTHER RESOLVED, that NYMTC staff is directed to forward this resolution to the New York State Department of Transportation for inclusion in the appropriate performance report to the Federal Highway Administration.

This resolution shall take effect on the nineteenth day of November two thousand and twenty-six.

ADOPTED: _____

2026

CMAQ Performance Plan

Final Draft for 11/19/26 PFAC Adoption



HOLD FOR ADOPTING RESOLUTION

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Disclaimer

The preparation of this report has been financed through the U.S. Department of Transportation's Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). 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 FTA, FHWA or the State of New York. This report does not constitute a standard, specification, or regulation.

Title VI Statement

The New York Metropolitan Transportation Council (NYMTC) is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act of 1973, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and all other related nondiscrimination statutes, rules, regulations, and executive orders cited in its Title VI/Non-Discrimination Program.

NYMTC assures that no person or group(s) of persons shall, on the grounds of race, creed, color, national origin, sex, marital status, disability, age, sexual orientation or income level, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination through the federally mandated metropolitan transportation planning process undertaken by NYMTC, whether the activities are federally funded or not.

It is also the policy of NYMTC to ensure that its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects based on race, creed, color, national 8 origin, sex, marital status, disability, age, sexual orientation or income level. Minority and low-income communities, as identified through the United States Census, will be engaged to facilitate their full and fair participation in the metropolitan transportation planning process. In addition, NYMTC will provide meaningful access to services for persons with limited English proficiency.

Regarding the distribution of federal-aid funds to eligible subrecipients, NYMTC will include Title VI/non-discrimination language in all written agreements entered into through its administrative host, the New York State Department of Transportation, and will monitor those agreements for compliance.

NYMTC is responsible for initiating and monitoring the organization's Title VI/Non-Discrimination Program, for preparing related reports, and for other requirements and responsibilities under Title 23 Code of Federal Regulations (CFR) Part 200 and Title 49 CFR Part 21.

OVERVIEW

The CMAQ Performance Plan responds to the federal requirements for Transportation Performance Management (TPM) associated with the Congestion Mitigation/Air Quality (CMAQ) funding program (23 CFR 490.107(c)(3) and 23 USC 149(l)). These required performance measures include Annual Hours of Peak Hour Excessive Delay per Capita (PHED) and Percent of Non-Single Occupied Vehicle Travel (Non-SOV Travel) for the relevant urbanized area(s), and Total Emissions Reduction for mobile sources in the relevant air quality nonattainment and maintenance areas.

The first CMAQ Performance Plan was adopted by the New York Metropolitan Transportation Council (NYMTC) and submitted to the New York State Department of Transportation (NYSDOT) as required in September 2018, with subsequent updates as required in 2020,2022 and 2024. This new Performance Plan responds to the federal regulations which stipulate that it be updated biennially.

Federal metropolitan transportation planning regulations require the implementation of TPM requirements under which states, and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued rules for the implementation of TPM. Each rulemaking lays out the goals of performance for an area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for setting targets.

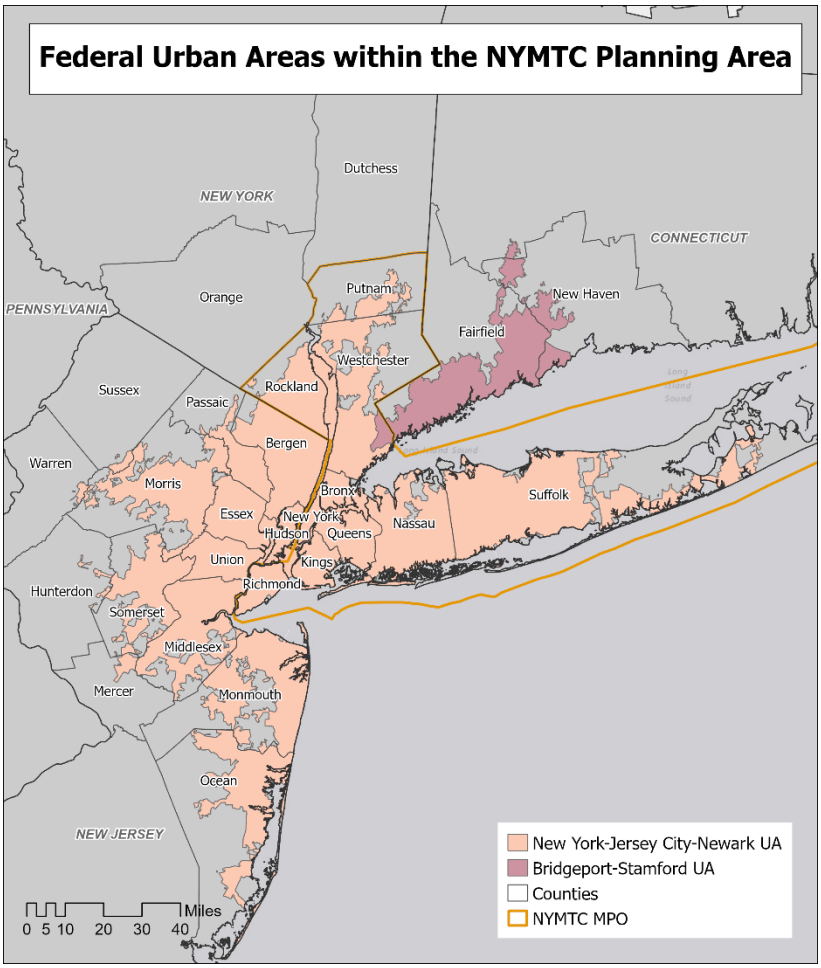
Under TPM, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- *Highway & Transit Safety;*
- *Asset Management; and*
- *System Performance.*

In this fashion, FHWA and FTA have provided direction and guidance on requirements for implementation of TPM, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

NYMTC AND ITS PLANNING CONTEXT

Figure 1- Urban Areas



Federal legislation requires that any urban area (UA)[1] with a population greater than 50,000 must have a designated MPO to plan for and make decisions on the use of federal transportation funding. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. Among other functions/requirements, MPOs cooperate with state agencies and public transportation operators to program federal funds for

[1] Designated as Urbanized Area (UZA) prior to 2020 Census

eligible transportation projects.

As the MPO for New York City, Long Island, and the Lower Hudson Valley, NYMTC serves as a collaborative planning forum for the five boroughs of New York City; Nassau and Suffolk counties on Long Island; and Putnam, Rockland, and Westchester counties in the Lower Hudson Valley to undertake the federally mandated planning process and access federal funding for transportation projects.

NYMTC's planning area shares the New York-Jersey City-Newark, NY--NJ Urban Area (UA 63217) with the North Jersey Transportation Planning Authority (NJTPA) and the Bridgeport-Stamford CT-NY Urban Area (UA 10162) (see Figure 1) with the Western Connecticut Council of Governments (WestCOG), Metropolitan Council of Governments (MetroCOG) and Naugatuck Valley Council of Governments (NVCOG). The NYMTC planning area also is part of air quality non-attainment or maintenance areas designated under the Clean Air Act Amendments of 1990 for several pollutants, including ground-level ozone, and fine particulate matter. These designations are all relevant to the required performance measures associated with the CMAQ program.

THE CMAQ PROGRAM

The U. S. Congress first authorized the CMAQ funding program as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMAQ program has been reauthorized in each of the five subsequent federal transportation acts, including the current Infrastructure Investment and Jobs Act (IIJA). The program is intended to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. According to FHWA's program description:

> *CMAQ provides a flexible funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments. The legislation is codified at 23 USC Sec 149. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards. Since its beginning in 1992, the CMAQ program has provided more than $30 billion for over 30,000 transportation-related emission reduction projects for State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.*

MEASURING PERFORMANCE

FHWA issued the *System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ)* Final Rule on January 18, 2017, with an effective date of May 20, 2017. The rule covered three performance measures for Highways and Freight: 1) Interstate Travel Time Reliability, 2) Non-Interstate National Highway System Travel Time Reliability, and 3) Freight Reliability. In addition, the rule established the three performance measures described earlier that are associated with the CMAQ program: 1) Annual Hours of PHED per Capita 2) Percent of Non-SOV Travel, and 3) Total Emissions Reduction.

Target Setting

The Final Rule gave State DOTs one year from the rule's effective date to set performance targets for the first four-year performance period. MPOs then had an additional 180 days from the date of establishment to either set their own targets or support the State DOT's targets. At the conclusion of the first performance period, the process repeated for each following four-year performance periods.

The PHED and Non-SOV Travel measures apply to non-attainment and maintenance areas containing National Highway System mileage, and with populations of one million or more. However, for the PHED and Non-SOV Travel measures, State DOTs and MPOs are required to mutually establish a single target for each UA within their boundaries, in whole or in part, as designated by USDOT through their applicability determination. In these cases, State DOTs and MPOs are required to work together to address the target setting and other TPM requirements for the entire UA. While the first and second performance periods used the UZA boundaries set by the 2010 Census, the third performance period uses the new Census Urban Area boundaries set by the 2020 Census.

For the Total Emissions Reduction measure, State DOTs, in coordination with MPOs, must establish statewide targets for total emissions reduction of on-road mobile source emissions for all nonattainment and maintenance areas within the state and for each applicable criteria pollutants and precursors. For the third performance period, State DOTs are required by the Final Rule to report updates to targets to FHWA by October 1, 2026. MPOs are required to either set their own targets or support the State DOT's targets within 180 days after State DOTs have set their targets. In both cases, the targets reflect the anticipated cumulative emissions reductions reported through the CMAQ Public Access System. MPOs do not have to directly report their targets to FHWA.

Performance Periods

Performance periods are specific, on-going four-year time periods established by the Final Rule during which condition or performance is measured and evaluated to assess changes to baseline conditions or performance; and to track progress toward the achievement of the targets that represent the intended condition or performance level at the midpoint and at the end of that period. The term "performance period" applies to all performance measures required by the infrastructure condition (PM2) and system performance (PM3) measures final rules. Highway Safety performance measures must be reported annually. Each performance period covers a four-year duration beginning on a specified date.

Data Requirements

The Final Rule specifies the sources of data for the CMAQ-related performance measures, which are described below:

- Urban area data - State DOTs are required to submit urban area data for establishing and reporting on targets for the two CMAQ Traffic Congestion measures (PHED and Non-SOV Travel). The boundaries of urban areas are required to be identified based on the most recent U.S. Decennial Census, unless FHWA approves adjustments to an urban area. FHWA adjusted UA boundaries were used for the target setting and reporting activities covered by this performance plan.

- Percentage of non-single occupancy vehicle travel - All affected parties agreed to the use of the American Community Survey (ACS) commuting (journey-to-work) data from the U.S. Census Bureau for the Non-SOV Travel measure. The Final Rule allows State DOTs and MPOs to use localized surveys or measurements in place of the ACS, at their discretion.

- Non-attainment and maintenance areas data - State DOTs are required to use the non-attainment and maintenance areas boundaries based on the effective date of U.S. Environmental Protection Agency (EPA) designations.

- Travel time data set - The Final Rule requires travel time data needed to calculate the measures to come from the National Performance Management Research Data Set (NPMRDS) provided by FHWA monthly to the States and MPOs, unless the State DOT requests, and FHWA approves, the use of an equivalent data source(s) that meets the requirements in the Final Rule. The State DOT is required to establish, in coordination with applicable MPOs, a single travel time data set (i.e., NPMRDS or equivalent data set) that will be used to calculate the metrics that inform the required performance

measures. The same data source is required for each calendar year and State DOTs and MPOs must use the same travel time data set for each reporting segment for the purpose of calculating the metrics and measures. The NPMRDS was used as the source for travel reliability data for the PHED that is reported on in this plan. Other data sources were used to inform the Non-SOV Travel and Total Emissions Reduction measures.

- CMAQ Public Access System - This is a database that collects FHWA-approved CMAQ project data submitted through the annual CMAQ reporting process. The CMAQ Public Access System makes available searchable, read only, project information from 1992 to present in various reporting formats. This source was used to inform the Total Emissions Reduction measure.

URBAN AREA TARGET SETTING

As indicated earlier, NYMTC shares UA 63217 with the North Jersey Transportation Planning Authority (NJTPA), its sister MPO in northern New Jersey. Since the population of this UA exceeds 1 million, UA targets are required to be set for the two CMAQ-related performance measures. These targets are to apply to the entire UA. Setting these targets for UA 63217 required coordination between NYMTC, NJTPA and the New York State and New Jersey departments of transportation. A coordination group containing representatives from these entities was established for that purpose.

Since small portions of UA 63217 cross into the planning areas of the Delaware Valley Regional Planning Commission (DVRPC) in central New Jersey, this organization was also included in the coordination group discussions. Given the participation of this MPO, the discussions also included the Pennsylvania department of transportation. DVRPC supports the targets that are subject to this plan.

Prior to the third performance period, the small region of NYMTC's planning area that was within the Bridgeport-Stamford CT-NY UA (UA 10162) did not require separate action since there were no National Highway System (NHS) roadways in that small area. However, with the change in the boundaries of UA 10162 following the 2020 Census, it was determined that NYMTC would require separate action to support the targets for the Bridgeport-Stamford UA. Coordination included NYMTC, WestCOG, MetroCOG, NVCOG and the Connecticut and New York State Departments of Transportation, with the Connecticut Department of Transportation being the lead agency.

Percent of Non-SOV Travel Performance Measure

As defined by FHWA, Non-SOV Travel is travel occurring using modes other than driving alone in a motorized vehicle. The performance measure for Non-SOV Travel is a percentage of all surface passenger travel occurring in an Urban Area.

Target setting considerations for the Non-SOV Travel measure

Like previous CMAQ Performance Plans, there were many considerations recognized during the target setting process for this Plan. To establish the targets, the UA coordination group considered several different aspects of the measure.

- Policy Goals -- this performance measure assesses the level of non-SOV travel in the UA as a means of mitigating traffic congestion and mobile source emissions. The policy goals of all the partner agencies seek to increase travel by non-SOV modes, including public transit, ridesharing, walking, and biking.
- Recent Trends – the proportion of non-SOV travel in the UA has modestly increased in recent years, concurrent with pre-pandemic growth in transit ridership, population growth and employment changes. Although true for the UA as a whole, localized variance in this trend is likely within specific areas of the UA, such as New York City. Continued increases in ride-hailing using transportation network companies (TNCs), walking and biking have contributed to this trend. Additionally, the emergence of mass-telecommuting during the COVID-19 Pandemic more than offset declines in transit ridership seen since the pandemic's onset.
- Data Sources -- the proportion of non-SOV travel for the UA has been measured using the American Community Survey (ACS) Table DP03, which presents the journey-to-work travel of the UA residents. The baseline measurement uses the 2025 ACS Five-Year Estimate, which is the latest travel data available. Non-SOV travel is measured as the percentage of the UA population that predominantly do not travel to work by driving alone in a car, van, or truck, including travel avoided by telecommuting.

Setting the Non-SOV Travel targets for UA 63217 (NEW YORK-JERSEY CITY-NEWARK, NY-NJ)

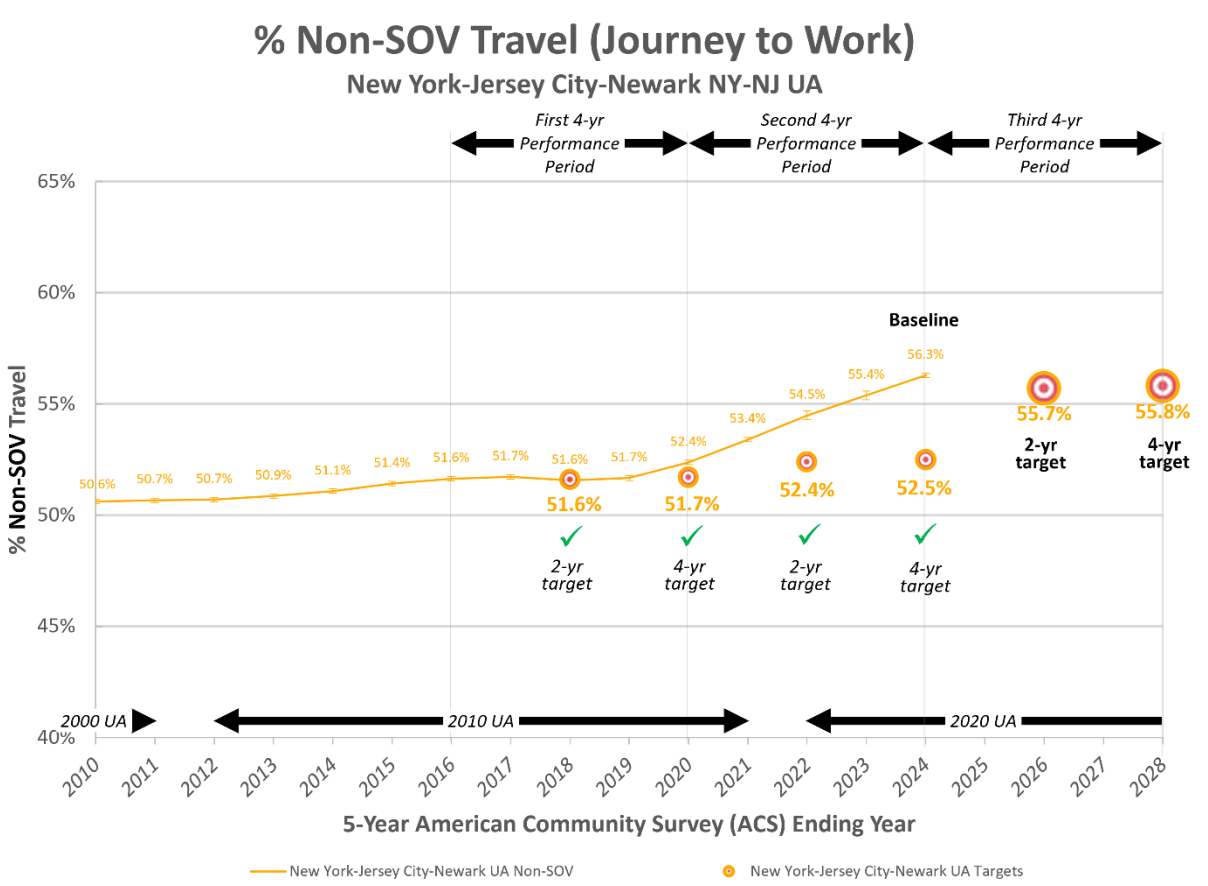
- Existing Condition Measurement -- the baseline condition for the Non-SOV Travel measure was estimated as 56.3% of the UA residents who do not predominantly travel to work by driving alone in a car, van or truck.

- Target Setting – the baseline measurement helped to set the two-year and four-year performance targets for the Non-SOV Travel measure. The relevant agencies and organizations that coordinated to measure performance for UA 63217 set the following targets for Non-SOV Travel:
  - The two-year target for the Non-SOV Travel measure has been set as **55.7%**
  - The four-year target for the Non-SOV Travel measure has been set as **55.8%**

As shown in Figure 2 below, the previous New York-Newark UZA met its two-year and four-year targets during the first two performance periods.

The Assessment of Obligated and Programmed CMAQ Projects below provides assessments of the CMAQ-funded projects obligated by NYMTC since the adoption of the previous CMAQ Performance Plan in 2024, as well as those programmed in NYMTC's Federal Fiscal Years (FFYs) 2026-2030 Transportation Improvement Program (TIP). It is anticipated that the projects listed in the Appendices 1 and 2 will continue to reduce the percentage of SOV travel.

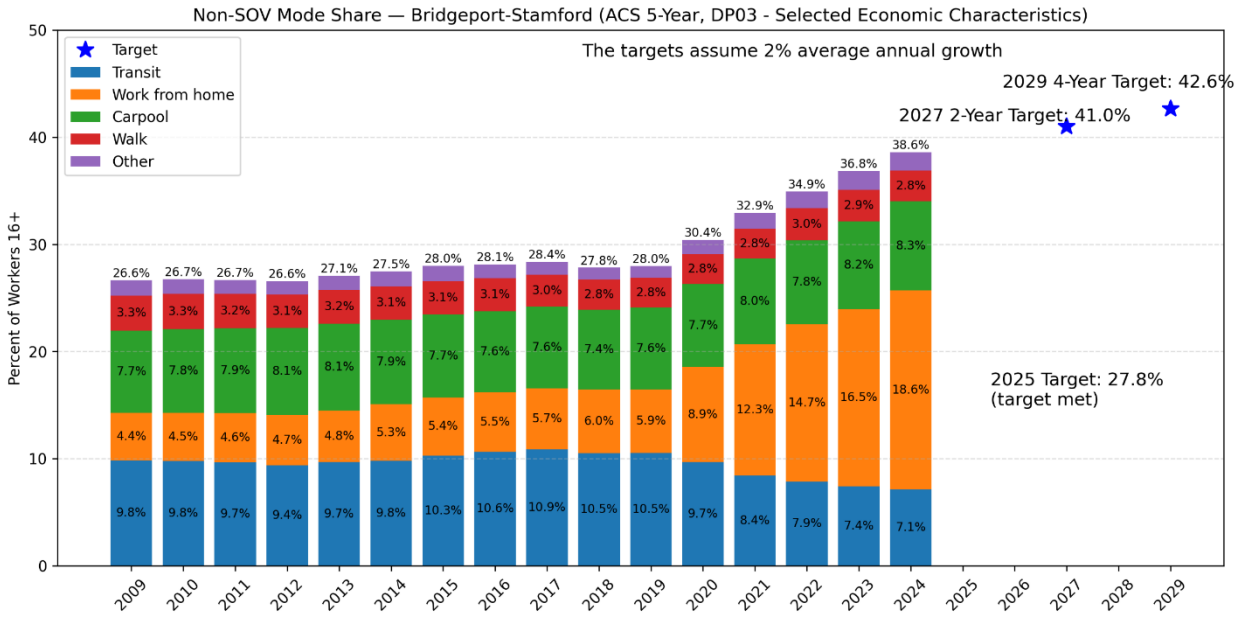
Figure 2 - Non-SOV Travel (Journey-to-Work) New York-Jersey City-Newark



Setting the Non-SOV Travel targets for UA 10162 (BRIDGEPORT-STAMFORD, CT-NY)

- Existing Condition Measurement -- the baseline condition for the Non-SOV Travel measure was estimated as 38.6% of the UA residents who do not predominantly travel to work by driving alone in a car, van or truck.
- Target Setting – the baseline measurement helped to set the two-year and four-year performance targets for the Non-SOV Travel measure. The relevant agencies and organizations that coordinated to measure performance for UA 10162 set the following targets for Non-SOV Travel:
  - The two-year target for the Non-SOV Travel measure has been set as 41.0**%**
  - The four-year target for the Non-SOV Travel measure has been set as 42.6**%**

Figure 3 - Non-SOV Travel (Journey-to-Work) Bridgeport Stamford



Annual Hours of Peak Hour Excessive Delay per Capita

Peak Hour Excessive Delay (PHED) is calculated for all segments of the National Highway System (NHS) within the urbanized area. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold during peak hours. The delay is measured in hours per person over a one-year period.

For this measure, the Final Rule defines the speed threshold as either 20 mph or 60 percent of the posted speed limit, whichever is greater. FHWA requires that weekday data must be employed for this performance measure, from a morning peak period of 6:00AM – 10:00AM, and one of two evening peak periods: 3:00PM – 7:00PM or 4:00PM – 8:00PM. The earlier evening peak was used for all calculations.

As with Non-SOV Travel, both two-year and four-year targets are required for PHED. With the first mid performance period progress report, due October 1, 2028, four-year targets may be adjusted for both metrics.

Target setting considerations for the PHED measure

To establish targets for the PHED measure, the UA coordination group considered several different aspects of the measure.

- Policy Goals - this performance measure assesses excessive traffic congestion and the role that it plays in pollutant emissions. The policy goals of all partner agencies address the need to appropriately manage and mitigate traffic congestion. However, there was a recognition that it is not possible or even desirable to eliminate all congestion delay; some congestion accompanies economic activity and thriving places.

- Recent Trends – measurements from the first performance period were available for this measure. Related metrics for congestion and overall delay were evaluated and demonstrated increases in years leading into the prior performance period. However, trends during the first performance period showed pre-pandemic declines in PHED. While PHED for 2020 showed a substantial decline, in 2021, PHED increased back to be in-line with pre-pandemic trends. However, over the ensuing years PHED trended upwards to pre-pandemic levels.

- Data Sources - PHED is a measure of congestion on the National Highway System (NHS), which is comprised mostly of limited access and major and minor arterial roadways in the UA. Some collector roadways may also be components of the NHS. Travel times used for this measure were taken from the NPRMDS, while traffic volumes were obtained from the National Highway Performance Monitoring System (HPMS). Vehicle occupancies and time-of-day travel distributions were derived from the ACS.

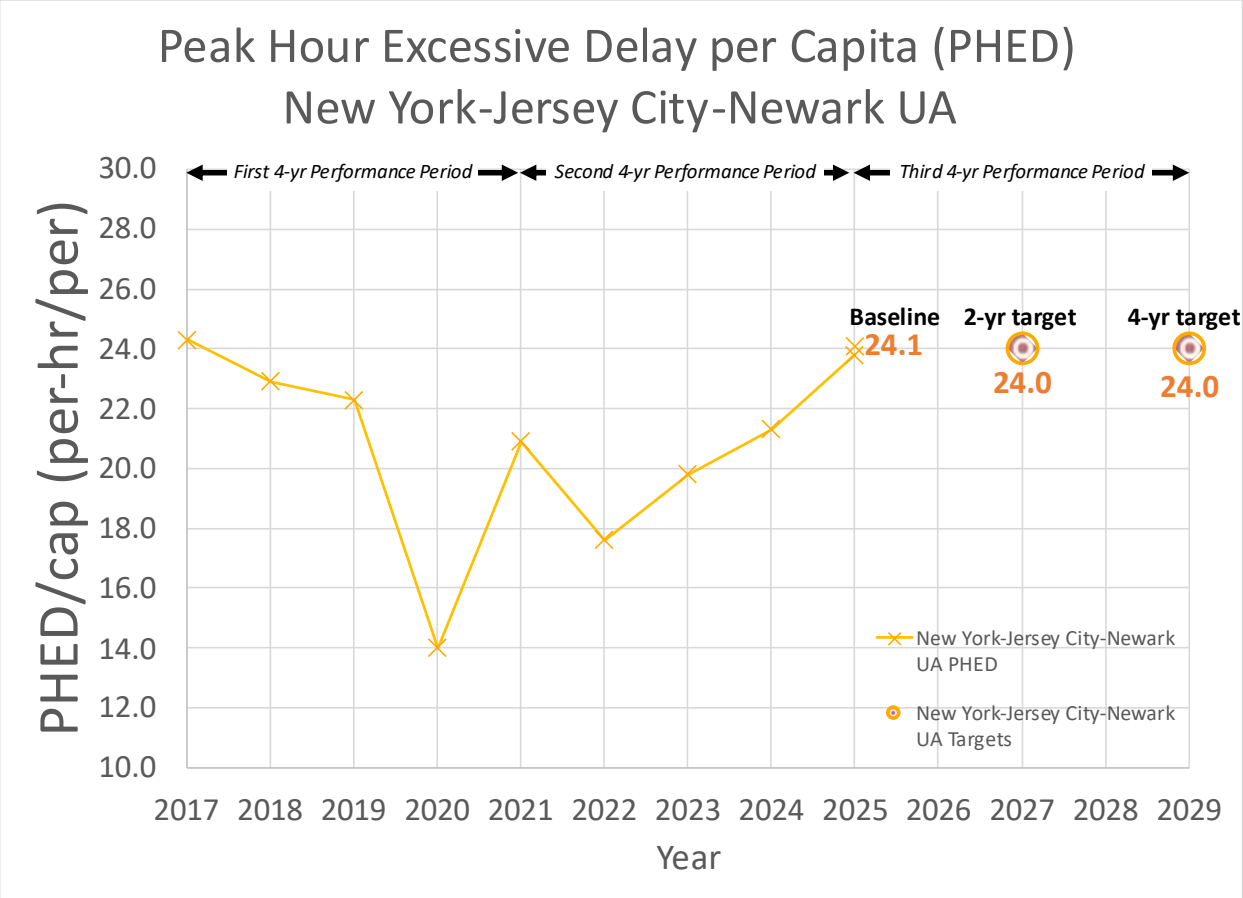
Setting the PHED targets for UA 63217 (NEW YORK-JERSEY CITY-NEWARK, NY-NJ)

- Existing Condition Measurement -- The current existing condition for PHED per capita measure of UA 63217 is estimated at 24.1 hours per capita.

- Target Setting – the baseline measurement helps to set the two-year and four-year performance targets for the PHED measure. Therefore, the relevant agencies and organizations that coordinated to measure performance for UA 63217 have set the following target for PHED:
    - The two-year target for Annual Hours of PHED in UA 63217 is **24 hours per capita.**
    - The four-year target for Annual Hours of PHED in UA 63217 is **24 hours per capita**.

As indicated above and in Figure 4 below the four-year target for Annual Hours of PHED in the UA was set at 24 hours per capita. The current condition for PHED per capita measure of UA 63217 is estimated at approximately 24.1 hours per capita, based on the SUNY AVAIL tool used in the Baseline Report. The Assessment of Obligated and Programmed CMAQ Projects below provides assessments of the CMAQ-funded projects obligated since the adoption of the previous CMAQ Performance Plan in 2024, as well as those programmed in the FFYs 2026-2030 TIP.

Figure 4 – Peak Hour Excessive Delay, New York-Jersey City-Newark



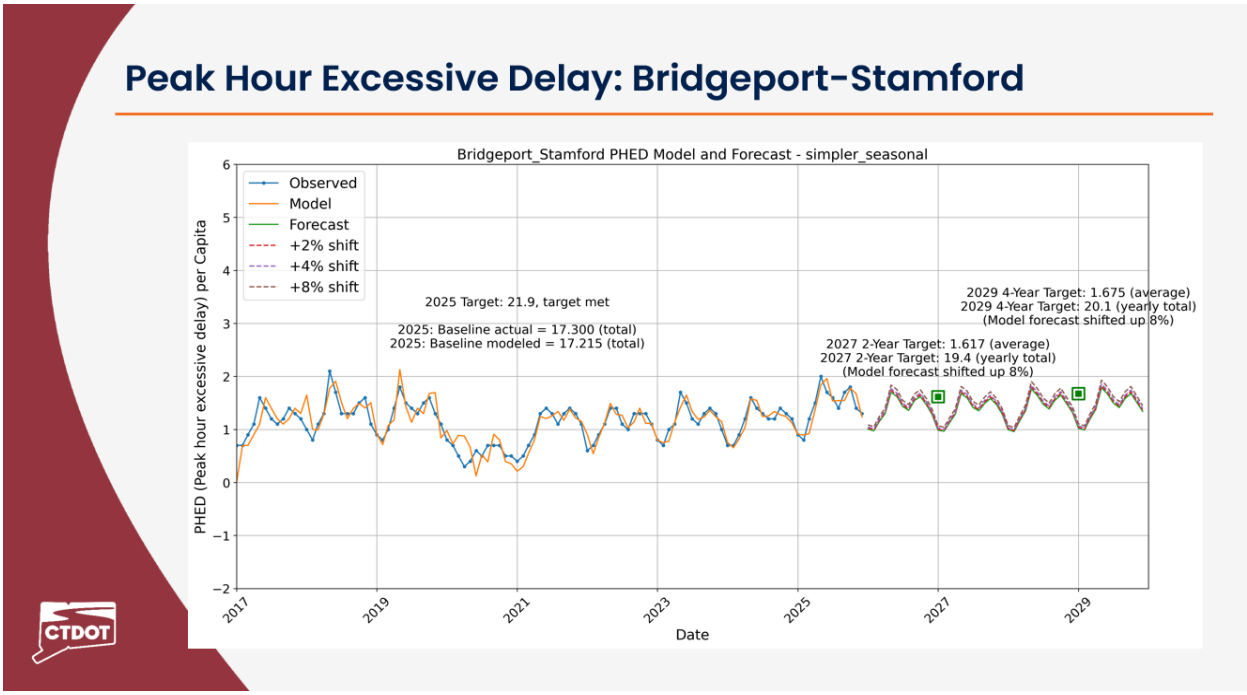
It is anticipated that the projects listed in the Appendices 1 and 2 will continue to have positive impacts on the reduction of PHED, thereby allowing the UA to achieve its two- and four-year targets.

Setting the PHED targets for UA 10162 (BRIDGEPORT-STAMFORD, CT-NY)

- Existing Condition Measurement -- The current existing condition for PHED per capita measure of UA 10162 is estimated at 17.1 hours per capita.
- Target Setting – the baseline measurement helps to set the two-year and four-year performance targets for the PHED measure. Therefore, the relevant agencies and organizations that coordinated to measure performance for UA 10162 have set the following target for PHED:
  - The two-year target for Annual Hours of PHED in UA 10162 is 19.4 **hours per capita.**
  - The four-year target for Annual Hours of PHED in UA 10162 is 20.1 **hours per capita**.

As indicated above and in Figure 5 below the four-year target for Annual Hours of PHED in the UA was set at 20.1 hours per capita. The current condition for PHED per capita measure of UA 10162 is estimated at approximately 17.1 hours per capita. The Assessment of Obligated and Programmed CMAQ Projects below provides assessments of the CMAQ-funded projects obligated since the adoption of the previous CMAQ Performance Plan in 2024, as well as those programmed in the FFYs 2026-2030 TIP.

Figure 5 – Peak Hour Excessive Delay, Bridgeport-Stamford



TOTAL EMISSIONS REDUCTION TARGET SETTING

The Total Emissions Reduction measure is applicable to all States and MPOs with areas designated as nonattainment or maintenance for the National Ambient Air Quality Standard (NAAQS) related to the following criteria pollutants defined in the Clean Air Amendments of 1990: ground-level ozone from the precursor pollutants volatile organic compounds (VOC) and nitrogen oxides (NOx), carbon monoxide (CO), and fine (PM2.5) particulate matter.

Target setting considerations for the Total Emissions Reduction measure

- Data Sources - the CMAQ Public Access System is the data source for this measure required by FHWA. It contains data to estimate the amounts of criteria pollutants that are reduced statewide for states with nonattainment areas that have funded projects with CMAQ funds. Total Emissions Reduction is calculated by summing emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects using CMAQ funds.

Supporting New York State's Total Emissions Reduction targets

Per the Final Rule (see Measuring Performance: Target Setting subsection above), NYMTC is opting to support New York State's Total Emissions Reduction targets, which are set by the New York State Department of Transportation (NYSDOT).

- Baseline Measurement - the baseline measurement is no longer calculated using data from the CMAQ Public Access System. Instead, the baseline measurement is set as the average of the reported benefits of 2022 to 2025. The baseline measurement for the Total Emission Reduction from CMAQ projects in New York State follows:
  - VOCs – 8.062 kilograms per day
  - NOx – 33.051 kilograms per day
  - CO – 176.396 kilograms per day
  - PM2.5 – 1.431 kilograms per day
  - PM10 – 1.431 kilograms per day
- Target Setting -- the two-year and four-year targets for the cumulative statewide Total Emission Reduction measure set by NYSDOT appear below. These targets were set by applying linear regression to the cumulative annual emission reductions for each criteria pollutant. Outlier projects were removed from the linear regression to ensure a more representative trend line. Additionally, the established trend line was adjusted to account for fleet efficiency improvements resulting from federal tailpipe emissions and fuel economy standards during the performance period.

  The cumulative targets were then set by multiplying the forecasted daily measure for each year from the linear regression by 365 days (366 days in the case of 2028) to arrive at annual total emissions reduction estimates and then summing by the number of years for a cumulative target, as shown below, of total kilograms reduced over the performance period.

Table 1 – Total Emissions Reduction Targets

Estimated Daily Average Reduction
(kg/day)

Federal Fiscal Year	VOC	CO	NOx	PM_{10}	$PM_{2.5}$
2026*	8.062	176.396	33.051	1.847	1.431
2027	7.908	171.104	30.407	1.765	1.349
2028	7.758	166.655	29.464	1.711	1.304
2029	7.533	161.822	27.137	1.647	1.233

*Baseline is the average of the reported 2022-2025 data.

Initial Targets
(Cumulative reduction in kg/day)

Target	VOC	CO	NOx	PM_{10}	$PM_{2.5}$
2-year	15.970	347.499	63.458	3.612	2.779
4-year	31.261	675.976	120.059	6.970	5.317

The Assessment of Obligated and Programmed CMAQ Projects below provides assessments of the CMAQ-funded projects obligated since the adoption of the previous CMAQ Performance Plan in 2024, as well as those programmed in the FFYs 2026-2030 TIP. It is anticipated that the projects listed in Appendices 1 and 2 will continue to have positive impacts on the reduction of emissions, thereby contributing to the achievement of the statewide targets.

ASSESSMENT OF OBLIGATED AND PROGRAMMED CMAQ PROJECTS

This CMAQ Performance Plan provides assessments of the CMAQ-funded projects obligated since the adoption of the previous CMAQ Performance Plan in 2024. The obligated projects for analysis in this section reflect fiscal years FFY 2025 and 2026. The programmed unobligated CMAQ projects analyzed in this section are from the FFYs 2026-2030 TIP. There were nineteen (19) CMAQ-funded projects obligated in whole or in part since the 2024 Performance Plan totaling $194 million in obligated funds. There are 62 unobligated CMAQ-funded projects programmed in the FFYs 2026-2030 TIP totaling $925 million. All these projects are assessed below in terms of their contribution to the achievement of the Non-SOV Travel and PHED targets set for UAs 63217 and 10162.

NON-SOV Travel Targets for UZA 63217 AND 10162

The obligated CMAQ projects include twelve (12) projects which enhance or expand transit service levels and/or access to transit services; facilities for non-motorized transportation modes; and programs that encourage mode shifts and/or non-SOV modes of travel.

Several of these projects contribute to auto diversions, such as the Harlem River Greenway Bicycle/Pedestrian Trail and the Multi-Modal Access to Transit projects in New York City, as well as the Rockland and Westchester Employee Commute Options program in the Lower Hudson Valley.

The unobligated CMAQ projects programmed in the FFYs 2026-2030 TIP include twenty-four (24) projects that will provide facilities for non-motorized transportation modes; encourage use of transit service and/or improve access to transit services; and/or fund demand management programs. Taken together, these projects facilitate increases in market share of non-SOV modes of travel.

Bicycle/pedestrian projects that increase auto diversions programmed in NYMTC's portion of the UA that will contribute to achieving the Non-SOV Travel target include the Queens Boulevard Safety Improvements project that will include a grade separated bike path and the Shirley Chisholm Park Bike Connector where bikes will be available for free for visitors to the Park to ride along the paths in the park in New York City.

CMAQ-funded demand management programs encourage shared mobility and transit use as well as strategies such as telework that have been greatly amplified by the COVID-19 pandemic. Examples of CMAQ-funded projects that facilitate demand management include the Rockland County Commute Alternatives Program and the Microtransit Zones in the Lower Hudson Valley. Microtransit is typically an on-demand service available to the public that uses app-enabled trip request and fare payment functions. Collectively, these demand management projects will reduce non-SOV travel in the UAs with the benefit of lowering criteria pollutants.

Access-to-transit projects improve the accessibility of transit services, encourage transit use through marketing and increased park-and-ride capacity and improve and promote intermodal transit connections. Additionally, the Route 110 Bus Rapid Transit (BRT) Corridor project on Long Island will improve the speed and reliability of transit services in key employment and activity corridors.

In total, these CMAQ-funded projects will facilitate modal shifts to higher capacity or non-motorized travel alternatives and therefore contribute to meeting Non-SOV Travel targets in the UAs.

PHED Targets for UA 63217 AND 10162

Regarding the PHED targets, four (4) of the obligated CMAQ projects specifically contribute to congestion reduction and therefore a reduction in PHED. These projects strategically address congestion in corridors, at intersections, and in subareas in a manner consistent with NYMTC's Regional Transportation Plan and Congestion Management Process.

The congestion related CMAQ projects improve level of service and thereby improve speed and contribute to achieving the target. These obligated projects include signalization and traffic operations enhancements such as Germonds Road: Palisades Interstate Park Ramps Reconstruction and Stoneleigh Avenue at Drewville Road Intersection Improvements. Incident Management Systems improve traffic flow with strategies and technologies such as calling for emergency services when an accident occurs, using cameras to enforce traffic laws or signs that marks speed limit changes depending on conditions. Projects such as the Rockland County Commute Alternatives utilize these technologies to improve speed and reduce auto emissions. These improvements contribute toward reducing PHED in the UZA.

Additionally, the twenty-five (25) CMAQ projects programmed in the FFYs 2026-2030 TIP will specifically contribute to congestion reduction and therefore a reduction in PHED. These projects strategically address congestion in corridors, at intersections, and in subareas.

The congestion related CMAQ projects include traffic signalization enhancements that increase level of service and reduce congestion. Examples include several Nassau County Traffic Signal

Improvement and Expansion projects on Long Island, and the Wilmot Road Signal Grand Boulevard to Golden Horse Shopping Center in the City of New Rochelle in Westchester County. Roadway and intersection improvements, such as those included in the Pascack Road at Lawrence Street Intersection Reconstruction project in Rockland County also improve traffic flow through strategies such as raised medians and crosswalks, enhanced traffic control devices, road diets and adding pedestrian islands.

Active Traffic Demand Management Systems and Integrated Corridor Management projects reduce congestion in corridors through dynamic lane use control, adaptive ramp metering, dynamic advisory signage, and dynamic shoulder use during periods of peak congestion. Examples of these projects include the Integrated Corridor Management System project in New York City and the Northbound and Southbound Bruckner Mobility Improvements in the Bronx. The integrated management projects reduce non-recurring delay through the removal of disabled vehicles and use of electronic signs that warn of congestion or accidents in the travel stream.

Collectively, these projects will reduce traffic congestion and improve level of service while reducing PHED in the UAs.

Cumulative Statewide Total Emissions Reduction Targets

Taken together, the obligated CMAQ projects noted above will also reduce emissions by either shifting travel onto more efficient modes such as transit and ridesharing, or non-motorized modes such as pedestrian and bicycles, thus reducing overall vehicle miles of travel and consequently, vehicular emissions; or by reducing traffic congestion and smoothing traffic flow. Traffic congestion also adds to vehicular emissions levels. Additionally, the Clean Truck Program in New York City and the multiple-project purchase of 142 Compressed Natural Gas buses on Long Island will reduce vehicle emissions at the tailpipe.

All the CMAQ-funded projects programmed in the FFYs 2026-2030 TIP that contribute to achieving the Non-SOV Travel targets and the PHED targets will also contribute to achieving the cumulative statewide Total Emission Reduction targets. They will reduce motor vehicle emissions of criteria pollutants through improved facilities for non-motorized and micro-mobility conveyances as well as modal shifts to shared mobility options and public transit. The projects will also contribute to a reduction in traffic congestion through demand management and roadway geometric and operational improvements. Additionally, CMAQ-funded projects that address vehicle emissions at the tailpipe are the replacement of diesel transit vehicles and trucks with electric or alternatively fueled vehicles.

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam S. Levine, P.E., AICP
Executive Director

PROGRAM, FINANCE AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #619
AMENDMENTS TO STATE FISCAL YEAR (SFY)
2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

WHEREAS, pursuant to 23 CFR 450.308, NYMTC, in cooperation with the State and operators of publicly owned transit, is responsible for developing UPWPs which document planning activities to be performed with funds provided under 23 U.S.C., and 49 U.S.C. Chapter 53; and

WHEREAS, the SFY 2026-2027 UPWP, which was adopted on February 26, 2026, identify federally funded planning programs and projects being undertaken by NYMTC's staff and its member agencies; and

WHEREAS, the SFY 2026-2027 UPWP needs to be amended as noted in Attachment #1 and Attachment #2 to this resolution; and

WHEREAS, NYMTC staff have confirmed that these funds are available to be programmed in the SFY 2026-2027 UPWP.

NOW, THEREFORE, BE IT RESOLVED that PFAC adopts the amendment described above to the SFY 2026-2027 UPWP as presented in Attachment #1 and Attachment #2, to this resolution.

This resolution shall take effect on the nineteenth day of November, two thousand and twenty-six.

ADOPTED: _____

Attachment #1						
PFAC Resolution #619, November 19, 2026						
UPWP Amendment Actions Summary						
PIN	Project Name	Action Requested	Total Project Cost for Current Program Year (matched dollars)	$ Amount Associated with Action (matched dollars)	Total Project Cost for Current Program after Amendment (matched dollars)	Comments
Amendments to the State Fiscal Year 2026-2027 UPWP						
Actions Requested by NYC DOT						
PTDT26D00.G21	Wayfinding for People with Vision Disabilities Study	Decrease Funds	$ 224,146	$ (70,000)	$ 154,146	Less funding than initially anticipated is needed to accomplish the work of this task. Unspent funds are being reprogrammed for other planning activities.
PTDT26D00.H01	Curbside Management Study	Remove study from work Program	$ 315,015	$ (315,015)	$ -	Due to changing priorities, the project is no longer being advanced.
PTDT26D00.G20	Modernize Traffic Data Management	Increase Funds	$ 137,068	$ 85,015	$ 222,083	Additional funding is needed to cover higher than expected costs for these tasks. Unspent funds from other planning activities are being reprogrammed to these planning activities. No new funding is requested.
PTDT26D00.G28	NYC Truck Route Network Planning and Evaluation Study		$ 60,594	$ 125,000	$ 185,594	
PTDT26D00.G29	Economic Benefits of Sustainable Streets Study	Add previously programmed discretionary planning activity to the Program	$ -	$ 175,000	$ 175,000	This continuing planning activity, which was initially programmed in prior year program, is being added to the current program. Unspent funds from another planning activity is being reprogrammed to this planning activity. No new funding is requested.

Resolution #619 – Attachment #2

Sponsor Agency: NYC DOT

Next Stop: Fast Buses, Better Service

Every day, New Yorkers take 2.75 million bus trips on a network that covers approximately 1,600 miles of city streets. Buses connect riders to a city of opportunity—jobs, education, healthcare, community services, and cultural destinations—all while keeping New York affordable. *Next Stop: Fast Buses, Better Service* is NYC DOT and the MTA's plan to make bus trips faster, more comfortable, and more reliable. Explore the *Next Stop* plan via this link or download an overview of *Next Stop* (pdf). To advance this vision, *Next Stop* sets several ambitious goals that will shape the future of bus improvements citywide:

1. Fast Reliable Buses: Improve bus speeds by 20% and reduce rider delays at bus stops to under 2 minutes beyond the scheduled wait time on 50 Priority Corridors
2. Valued Bus Riders: Ensure every bus stop is fully accessible, has seating, shelter, shade, and real-time passenger information, where feasible.
3. Culture of Courtesy and Respect: Combine effective camera and on-site enforcement with education campaigns to make sure bus infrastructure is respected and buses are prioritized in traffic.
4. Quality Transit for All: Launch world-class rapid bus service on 5 corridors to bridge mobility gaps and support future housing, population, and job growth.

(Estimated) Start Date:	July 2026
(Estimated) Completion Date:	December 2030
Project Cost:	$882,500,000 Expense (FY27-FY31) $628,200,000 Capital (FY-FY30)
Primary Fund Source	NYC Funds

Shared Cost Initiative

Data Purchase

Objective: Conduct a needs assessment to identify data gaps by reviewing relevant data resources MPOs currently have access to. Based on the needs assessment results, identify and purchase the data resources that meet statewide needs.
Cost: $293,113 total ($293,113 FTA MPP / $73,278 NYSDOT IKS)
Lead Agency: Syracuse Metropolitan Transportation Council

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Adam S. Levine, P.E., AICP
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #620
AMENDMENT TO THE VISION ELEMENT OF THE FEDERAL FISCAL YEARS (FFYs) 2026-2055 REGIONAL TRANSPORTATION PLAN

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) 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 for New York City, Long Island, and the lower Hudson Valley; and

WHEREAS, NYMTC's current FFYs 2026-2055 Plan, entitled *Moving Forward 2055*, was adopted by the Council on September 5, 2025, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS the fiscally-constrained element includes all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53, or with other Federal funds; State Assistance; local sources; and private participation; and

WHEREAS per 23 CFR 450.324 (f)(11)(v), *Moving Forward 2055* includes additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., vision element); and

WHEREAS, following interagency consultations, the existing NY 27 - NY 112 to Wading River Road Operational Improvements project currently in the Vision Element of *Moving Forward 2055* is to be renamed NY27 Operational Improvements and Widening Between NY112 (Exit 52) to Wading River Road (Exit 59) Including the Addition of Service Roads in both Directions to Reduce the Congestion. Town of Brookhaven, Suffolk County, as shown in Attachment 1; and

WHEREAS, following interagency consultations, the existing Bus lanes/prioritization: Queens Plaza; Hillside Avenue (Queens); Lafayette Avenue (Brooklyn); Flatbush Avenue (Brooklyn) project currently in the Vision Element of *Moving Forward 2055* is to be renamed Implement the Next Stop: Fast Buses, Better Service Bus Action Plan as shown in Attachment 1; and

WHEREAS this addition to the Plan's speculative Vision Element does not impact the Plan's fiscal constraint as defined in Chapter 5, nor does it impact NYMTC's most recent Transportation Conformity Determination under the Clean Air Act Amendments of 1990.

NOW, THEREFORE, BE IT RESOLVED, that PFAC amends *Moving Forward 2055* to reflect the changes described above**.**

This resolution shall take effect on the nineteenth day of November, two thousand and twenty-six.

ADOPTED: _____

Attachment #1

Type	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor	County
Vision	NSSC665V	Traffic	NY27 Operational Improvements and Widening Between NY112 (Exit 52) to Wading River Road (Exit 59) Including the Addition of Service Roads in both Directions to Reduce the Congestion. Town of Brookhaven, Suffolk County	Congestion Mitigation	NYSDOT	Suffolk
Vision	NYCMB12887V	Transit	Implement the Next Stop: Fast Buses, Better Service Bus Action Plan	Fairness & Access	NYCDOT	NYC