

CMAQ PERFORMANCE PLAN

Adopted October 22, 2020



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #510

ADOPTION OF A 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, suburban Long Island and the Lower Hudson Valley; 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 CFR 490.105(f)(6)(iii), need to develop a Congestion Mitigation/Air Quality (CMAQ) Performance Plan as required by 23 U.S.C. 149(1); and

WHEREAS, as an MPO serving a Transportation Management Area, NYMTC developed a CMAQ Performance Plan in September 2018 as required; and

WHEREAS, the CMAQ Performance Plan establishes targets for Traffic Congestion performance measures on National Highway System (NHS) roadways within Urbanized Area (UZA) 63217, designated as the New York-Newark, NY-NJ-CT UZA; and

WHEREAS, these UZA 63217 targets for Traffic Congestion performance measures were established through a coordinated process involving the MPOs whose planning areas are included in whole or in part within UZA 63217 and include NHS roadways within the UZA, as well as the relevant state departments of transportation; and

WHEREAS, all parties involved in the establishment of the UZA targets agreed to maintain the UZA targets established in May 2018; and

WHEREAS, NYMTC has updated the CMAQ Performance Plan as required, in conjunction with New York State's required biennial (mid-performance period) Performance Report.

NOW, THEREFORE, BE IT RESOLVED THAT, PFAC adopts the CMAQ Performance Plan, presented as Attachment 1 to this resolution, which includes UZA 63217 targets for the Traffic Congestion performance measures; and

BE IT FURTHER RESOLVED THAT, PFAC instructs NYMTC staff to submit the adopted CMAQ Performance Plan to New York State Department of Transportation as required.

This resolution shall take effect on the twenty-second day of October two thousand and twenty.

ADOPTED: October 22, 2020

"I hereby certify that the above is a true copy of Resolution #510, Adoption of a Congestion Mitigation/Air Quality Performance Plan, and was motioned by Mr. Sean Sallie, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Ms. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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CONTENTS

1. OVERVIEW	3
2. NYMTC AND ITS PLANNING CONTEXT	4
3. THE CMAQ PROGRAM	4
4. MEASURING PERFORMANCE.....	5
a. Target Setting	5
b. Performance Periods.....	6
c. Data Requirements.....	6
5. URBANIZED AREA TARGET SETTING	7
a. Percent of Non-SOV Travel Performance Measure.....	8
i. Target setting considerations for the Non-SOV Travel measure	8
ii. Setting the Non-SOV Travel targets for UZA 63217	8
iii. 2-Year Condition, Performance & Progress	
b. Annual Hours of Peak Hour Excessive Delay per Capita.....	10
i. Target setting considerations for the PHED measure.....	11
ii. Setting the PHED targets for UZA 63217.....	11
iii. 2-Year Condition, Performance & Progress	
6. TOTAL EMISSIONS REDUCTION TARGET SETTING	13
i. Target setting considerations for the Total Emissions Reduction measure.....	13
ii. Supporting New York State’s Total Emissions Reduction targets	14
iii. 2-Year Condition, Performance & Progress	
7. PROGRAMMED CMAQ PROJECTS.....	16
a. NON-SOV Travel Targets for UZA 63217	16
b. PHED Targets for UZA 63217	17
c. Cumulative Statewide Total Emissions Reduction Targets.....	18

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 (FTA), Federal Highway Administration (FHWA) or the State of New York. This report does not constitute a standard, specification or regulation.

This Title VI Program was funded through NYMTC's State Fiscal Year 2018-2019 Unified Planning Work Program's Transportation Performance Management project (PIN PTCS18D00.A03), which was funded through FTA and FHWA grants.

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, Executive Order 12898 on Environmental Justice and all related nondiscrimination statutes, rules, regulations and executive orders.

NYMTC assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, 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 all its plans, programs, procedures, policies, and activities do not have disproportionate adverse effects on minority and low-income populations. 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.

1. OVERVIEW

The CMAQ Performance Plan responds to the federal requirements for Transportation Performance Management (TPM) (23 CFR 490.107(c)(3) and 23 USC 149(l)) associated with the Congestion Mitigation/Air Quality (CMAQ) funding program. 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 Plan was adopted by the Council and submitted to NYSDOT as required in September 2018. This new Plan responds to the federal regulations which stipulate that the Plan be updated biennially. It will be part of NYSDOT's mid-performance period progress report to USDOT.

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 the setting of 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, the FHWA and FTA have provided direction and guidance on requirements for implementation of PBPP, 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.

2. NYMTC AND ITS PLANNING CONTEXT

Federal planning regulations require any urbanized area (UZA) with a population greater than 50,000 to have an 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, MPOs cooperate with State and public transportation operators to program federal funds for eligible transportation projects.

As the MPO for New York City, suburban Long Island and the Lower Hudson Valley, NYMTC serves as a collaborative planning forum for the five boroughs of New York City and the suburban counties of Nassau and Suffolk on Long Island, and Putnam, Rockland and Westchester in the Lower Hudson Valley. NYMTC joins the City of New York and the suburban counties with the State of New York and the Metropolitan Transportation Authority in a regional council to undertake the federally-mandated planning process to access federal funding for transportation projects.

NYMTC's planning area shares the New York--Newark, NY--NJ--CT UZA (UZA 63217) with the North Jersey Transportation Planning Authority. The NYMTC planning area also is part of several air quality non-attainment or maintenance areas designated under the Clean Air Act Amendments of 1990 for several pollutants, including ground-level ozone, carbon monoxide, and fine and coarse particulate matter. These designations are all relevant to the required performance measures associated with the CMAQ program.

3. THE CMAQ PROGRAM

The U. S. Congress first authorized the CMAQ funding program as part of the Intermodal Surface Transportation Efficiency Act of 1991. The CMAQ program has been reauthorized in each of the four subsequent federal transportation acts to the present day and is intended to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. According to FHWA:

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 29,000 transportation-related emission reduction projects for State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.

4. 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.

A. TARGET SETTING

The Final Rule gives State DOTs one year from the effective date of the Final Rule to set their initial performance targets for the measures in question. MPOs then have an additional 180 days from the date of establishment by an appropriate State DOT to either set their own targets or support the State DOTs' targets. . For the first reporting period, 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 more¹. However, for the PHED and Non-SOV Travel measures, State DOTs and MPOs are required to mutually establish a single target for each UZA within their boundaries, in whole or in part. UZAs which stretched into other MPO planning areas and/or other states still require a single target to be set and progress against this target measured. In these cases, State DOTs and MPOs are required to work together to address the target setting and other TPM requirements for the entire UZA.

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. State DOTs were required by the Final Rule to establish initial targets by May 20, 2018 and report the targets to FHWA by October 1, 2018 (the first performance report). MPOs are required to establish targets for all nonattainment and maintenance areas within their planning area, in whole or in part,

¹ These measures will apply to areas of 200,000 or more in subsequent reporting periods.

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.

B. 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.

C. DATA REQUIREMENTS

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

- Urbanized area data. State DOTs are required to submit urbanized area data for establishing and reporting on targets for the two CMAQ Traffic Congestion measures (PHED and Non-SOV Travel). The boundaries of urbanized areas are required to be identified based on the most recent U.S. Decennial Census, unless FHWA approves adjustments to an urbanized area. FHWA adjusted UZA 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.
- Nonattainment and maintenance areas data. State DOTs are required to use the nonattainment 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 purposes 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 data base 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.

5. URBANIZED AREA TARGET SETTING

As indicated earlier, NYMTC shares UZA 63217 with the North Jersey Transportation Planning Authority (NJTPA), its sister MPO in northern New Jersey. Since the population of this UZA exceeds 1 million, UZA targets are required to be set for the two CMAQ-related performance measures in the first performance period. Setting these targets for UZA 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 UZA 63217 cross into the planning areas of the Delaware Valley Regional Planning Commission (DVRPC) in central New Jersey and the Western Connecticut Council of Governments (WestCOG) adjacent to Westchester County, those two organizations were also included in the coordination group discussions. Given the participation of these MPOs, the discussions also included the Pennsylvania and Connecticut departments of transportation. However, it was determined that the tiny portion of WestCOG's planning area did not require a separate action on the part of that organization, since there were no National Highway System (NHS) roadways in that small area. DVRPC supports the targets that are subject to this plan.

A. 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 UZA.

I. TARGET SETTING CONSIDERATIONS FOR THE NON-SOV TRAVEL MEASURE

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

Policy Goals -- this performance measure assesses the level of non-SOV travel in the UZA 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 UZA has modestly increased in recent years, concurrent with a growth in transit ridership, population growth and employment changes. Although true for the UZA as a whole, localized variance in this trend is likely within specific areas of the UZA, such as New York City. Continued increases in ride-hailing using transportation network companies (TNCs), walking and biking have contributed to this trend.

Data Sources -- the proportion of non-SOV travel for the UZA has been measured using the ACS Table DP03 journey-to-work travel of the UZA residents. The baseline measurement uses the 2018 ACS Five-Year Estimate, which is the latest data available. Non-SOV travel is measured as the percentage of the UZA population that predominantly do not travel to work by driving alone in a car, van, or truck, including travel avoided by telecommuting.

II. SETTING THE NON-SOV TRAVEL TARGETS FOR UZA 63217

Existing Condition Measurement -- the baseline condition for the Non-SOV Travel measure was estimated as 51.6% of the UZA residents who do not predominantly travel to work by driving alone in a car, van or truck. Figure 1 below presents the trend analysis which was used to measure the baseline condition.

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 UZA 63217 set the following targets for Non-SOV Travel:

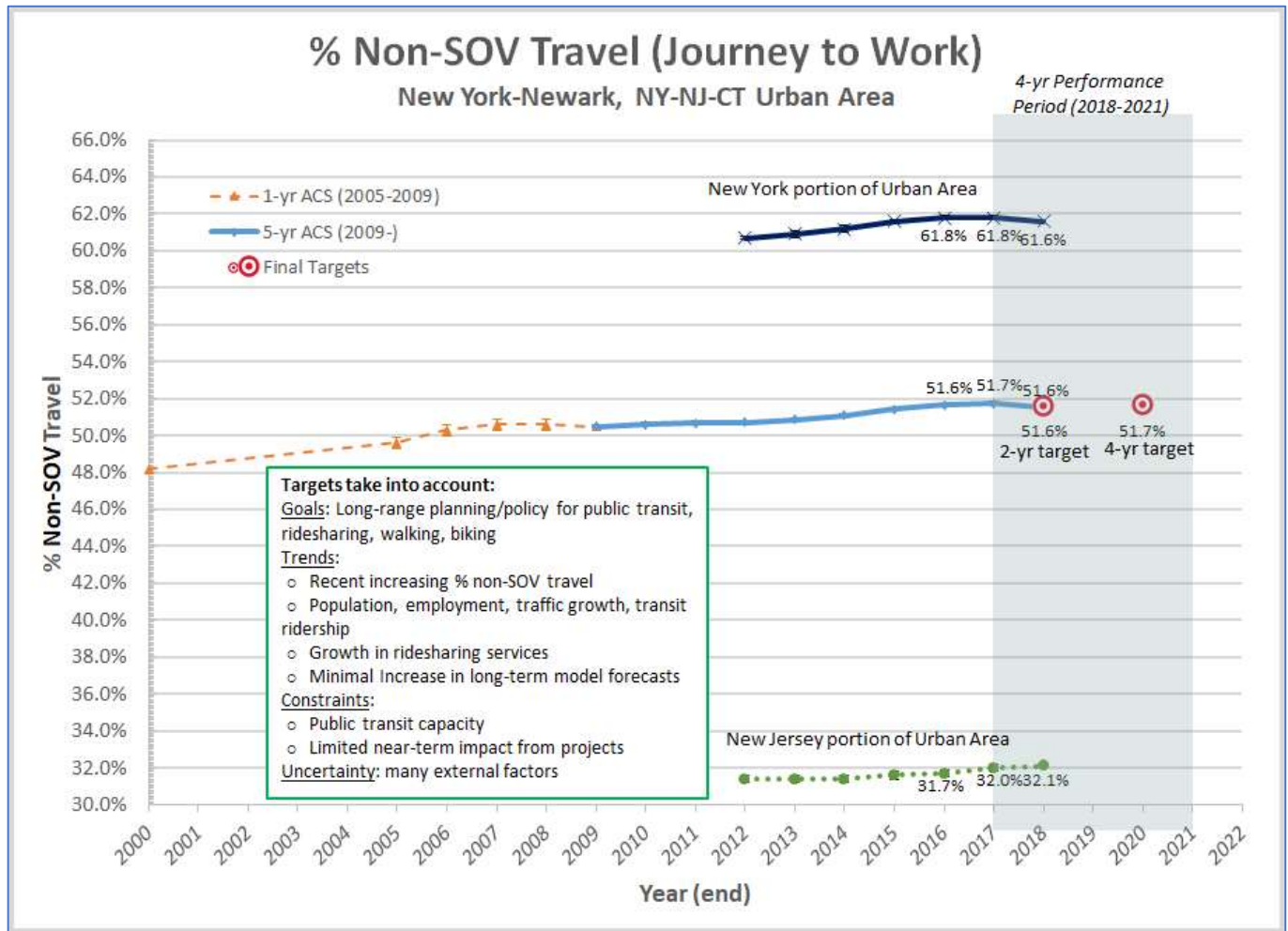
- The two-year target for the Non-SOV Travel measure has been set as **51.6%**.
- The four-year target for the Non-SOV Travel measure has been set as **51.7%**.

III. 2-YEAR CONDITION, PERFORMANCE AND PROGRESS

In developing the baseline report the UZA coordination group decided that the 2-year target for Non-SOV travel will be the same as the baseline, that is, 51.6%. As can be discerned from Figure 1 below the projects earmarked as impacting Non-SOV travel allowed the UZA to achieve it's 2-year target of 51.6%. Section 7 below provides assessments of the CMAQ-funded projects obligated in the previous CMAQ Performance Plan which was adopted in 2018, as well as those programmed in the Federal Fiscal Years (FFYs) 2020 to 2024 Transportation Improvement Program (TIP).

It is anticipated that these projects along with those listed in Appendix 2 will continue to have positive impacts on the reduction of non-SOV travel. The MPOs and State DOTs in the UZA have jointly agreed that no adjustments are needed to the targets during the mid-performance period.

FIGURE 1: NON-SOV TRAVEL TRENDS AND TARGETS



B. ANNUAL HOURS OF PEAK HOUR EXCESSIVE DELAY PER CAPITA

Peak Hour Excessive Delay (PHED) is calculated for of all segments of the National Highway System 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.

For the PHED measure, only a four-year target is reported in the State's baseline performance period report. There is no requirement for States to report two-year targets or baseline condition for PHED measure in the report for the first performance period. For the Non-SOV Travel measure, both two-year and four-year target is required. With the first mid performance period progress report, due October 1, 2020, four-year targets may be adjusted, and two-year condition/performance will be reported as baselines.

I. TARGET SETTING CONSIDERATIONS FOR THE PHED MEASURE

To establish targets for the PHED measure, the UZA 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 - no historical trend data was available for this measure. Related metrics for congestion and overall delay were evaluated and demonstrated increases in recent years. The impacts of transportation network companies (TNCs) and of emerging advanced transportation technology on overall congestion and delay are only marginally understood at present and it was difficult to assess their impact on the target value. The ability of the existing public transit system to accommodate increased ridership was considered limited over the performance period.

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 UZA. 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 U.S. Census Bureau's American Community Survey.

II. SETTING THE PHED TARGETS FOR UZA 63217

Existing Condition Measurement -- The current existing condition for PHED per capita measure of UZA 63217 is estimated at approximately 20 hours per capita.

Target Setting – the baseline measurement helps to set the four-year performance targets for the Non-SOV Travel measure. A two-year target is not required for this first performance period by the Final Rule. Therefore, the relevant agencies and organizations that coordinated to measure performance for UZA 63217 have set the following target for PHED:

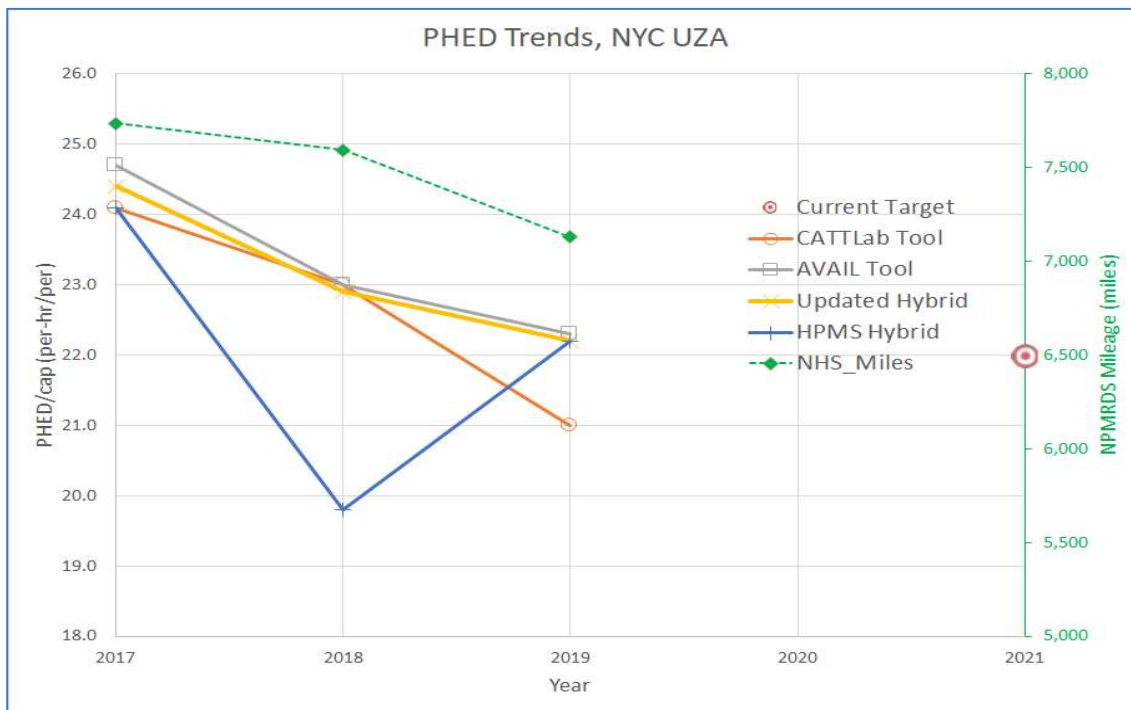
- The four-year target for Annual Hours of PHED in UZA 63217 is **22 hours per capita**.

III. 2-YEAR CONDITION, PERFORMANCE AND PROGRESS

As indicated above and in Figure 2 below the 4-year target for Annual Hours of PHED for the UZA was set at 22 hours per capita. The current (2-year) condition for PHED per capita measure of UZA 63217 is estimated at approximately 22.2 hours per capita, based on the SUNY AVAIL tool used in the Baseline Report. The Figure also shows other methodologies for comparative purposes. Section 7 below provides assessments of the CMAQ-funded projects obligated in the previous CMAQ Performance Plan which was adopted in 2018, as well as those programmed in the Federal Fiscal Years (FFYs) 2020 to 2024 Transportation Improvement Program (TIP).

It is anticipated that the projects listed in the Appendix 1 and 2 will continue to have positive impacts on the reduction of peak-hour excessive delay, thereby allowing the UZA to achieve its 4-year target. The MPOs and State DOTs in the UZA have jointly agreed that no adjustments will be made to the PHED target during the mid-performance period.

FIGURE 2 – PHED PER CAPITA TREND AND TARGET



6. 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 (NO_x), carbon monoxide (CO), and coarse (PM₁₀) and fine (PM_{2.5}) particulate matter.

I. 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 two- and four-year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects using CMAQ funds.

II. SUPPORTING NEW YORK STATE'S TOTAL EMISSIONS REDUCTION TARGETS

Per the Final Rule (see section 4(a) above), NYMTC is opting to support New York State's Total Emissions Reduction target, which is set by the New York State Department of Transportation (NYSDOT).

Baseline Measurement - the baseline measurement is calculated using the 2017 data from the CMAQ Public Access System, which is the latest data available. The baseline measurement for the Total Emission Reduction from CMAQ projects for New York State follows:

- VOCs – 32.452 kilograms per day
- NOx – 83.606 kilograms per day
- CO – 611.939 kilograms per day
- PM2.5 – 5.480 kilograms per day
- PM10 – 12.885 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 for the 2014 through 2017 period. 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 2020) 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.

Cumulative Statewide Total Emissions Reduction Targets		
Pollutant	Two-Year Target	Four-Year Target
VOC	22.979 (62.957)	42.765 (117.088)
NOx	58.591 (160.523)	107.713 (294.914)
CO	437.781 (1,199.401)	839.633 (2,298.835)
PM2.5	3.920 (10.740)	7.482 (20.485)
PM10	9.312 (25.512)	18.132 (49.642)
Note: Numbers in parenthesis represent kg/day figures that are actually required		

III. 2-YEAR CONDITION, PERFORMANCE AND PROGRESS

As indicated in Figure 3 below the 2-year emissions targets were met or exceeded. Given the substantial variation from year to year, NYSDOT and NYMTC support the decision to keep the 4-year target the same so that no adjustment will be made in the mid-performance period. Section 7 below provides assessments of the CMAQ-funded projects obligated in the previous CMAQ Performance Plan which was adopted in 2018, as well as those programmed in the Federal Fiscal Years (FFYs) 2020 to 2024 Transportation Improvement Program (TIP).

It is anticipated that the projects listed in Appendices 1 and 2 Appendix 2 will continue to have positive impacts on the reduction of emissions, thereby allowing the NYSDOT and NYMTC to achieve and even exceed the 4-year target.

FIGURE 3 – STATEWIDE EMISSIONS CONDITIONS/TRENDS

Year	Statewide Emissions Targets (kg/day) ✓ = Target Met									
	VOC		CO		NOX		PM10		PM2.5	
2018	32.452	✓	611.939	✓	83.606	✓	12.885	✓	5.480	✓
2019	30.505	✓	587.462	✓	76.917	✓	12.627	✓	5.260	✓
2020	27.759		558.088		69.995		12.249		4.997	
2021	26.371		541.346		64.395		11.881		4.748	

7. PROGRAMMED CMAQ PROJECTS

This CMAQ Performance Plan provides assessments of the CMAQ-funded projects obligated since the previous CMAQ Performance Plan was adopted in 2018 as well as those programmed in the Federal Fiscal Years (FFYs) 2020 to 2024 Transportation Improvement Program (TIP). Twenty-nine CMAQ-funded projects have been obligated in whole or in part since the 2018 Plan, totaling \$226 million in programmed funds. There are 70 CMAQ-funded projects programmed in the FFYs 2020-2024 TIP, totaling just over \$1 billion. All of these projects are assessed below in terms of their contribution to the achievement of the Non-SOV travel and PHED targets set for UZA 63217

A. NON-SOV TRAVEL TARGETS FOR UZA 63217

OBLIGATED CMAQ PROJECTS IN THE FFY 2017 – 2021 TIP

The obligated CMAQ projects include twelve projects which enhance or expand transit service levels and/or access to transit services; facilities for non-motorized transportation modes; multi-use lanes that encourage mode shifts and/or non-SOV modes of travel. In total, just over \$106 million of programmed CMAQ funding for these projects.

Several of these projects contribute to auto diversions, such as the Tomkinsville waterfront esplanade and bikeway in New York City; and new transit services such as the Route 110 Bus Rapid Transit (BRT) corridor and Nassau Hub BRT initiative on Long Island, and the Croton Falls Park & Ride facility in the Lower Hudson Valley. These strategic improvements and enhancements are consistent with the regional transit approach outlined in NYMTC's current Regional Transportation Plan, *Plan 2045*. These obligated projects together will contribute toward increasing non-SOV travel in the UZA.

PROGRAMMED CMAQ PROJECTS IN THE FFY 2020 – 2024 TIP

The CMAQ projects currently programmed in the FFYs 2020-2024 TIP include 32 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 for non-SOV modes of travel. In total, just over \$775 million have been programmed for these projects.

Bicycle/pedestrian projects that increase auto diversions are programmed throughout NYMTC's portion of the UZA and they represent just over half of all CMAQ projects that will contribute to achieving the non-SOV travel target. Examples of these projects include bicycle network development in New York City, and the multi-use path adjacent to CR 97 on Long Island.

CMAQ-funded demand management programs encourage shared mobility and transit use, as well as strategies such as telework that seek to provide alternatives to SOV commuting to work. Examples of CMAQ-funded demand management programs include Commute Alternatives programs in Westchester and Rockland counties.

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, Bus Rapid Transit projects 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 UZA.

B. PHED TARGETS FOR UZA 63217

OBLIGATED CMAQ PROJECTS IN THE FFY 2017 – 2021 TIP

Although all the projects identified as contributing to the non-SOV travel targets will also make contributions to achieving the PHED targets, an additional 16 of the obligated CMAQ projects specifically contribute to congestion reduction and therefore a reduction in PHED. These projects program \$119 million to strategically address congestion in corridors, at intersections, and in subareas in a manner consistent with *Plan 2045* and NYMTC's Congestion Management Process.

The congestion related CMAQ projects will improve level of service and thereby improve speed and contribute to achieving the target. These obligated projects include: signalization enhancements such as signal timing in Suffolk County; incident management projects such as Operational Support for Integrated Incident Management in NYC; and Intelligent Transportation Systems Deployment such as I-84 Intelligent Transportation System from Pennsylvania border to Connecticut border in the Hudson Valley. These improvements should contribute significantly toward reducing PHED in the UZA.

PROGRAMMED CMAQ PROJECTS IN THE FFY2020 – 2024 TIP

Although all the projects identified as contributing to meeting the non-SOV travel targets will also make contributions to achieving the PHED targets, an additional 33 CMAQ projects programmed in the FFYs 2020-2024 TIP will specifically contribute to congestion reduction and therefore a reduction in PHED. These projects program just over \$232 million of CMAQ funding to 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 the Nassau County Traffic Signal Expansion on Long Island and the Pelham Road Traffic Signals project in Westchester County. Roadway and intersection improvements also improve traffic flow through strategies such as raised medians and crosswalks, enhanced traffic control devices, road diets and adding pedestrian islands. Examples of CMAQ-funded projects include the CR97 reconstruction in Suffolk County and the Stoneleigh Avenue intersection improvements in Putnam County.

Active Traffic Demand Management Systems (ATDMS) are CMAQ projects that 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 are the Long Island Expressway Corridor and the Cross Bronx Expressway ATDMS projects in New York City. Additionally, CMAQ-funded Incident 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 UZA.

C. CUMULATIVE STATEWIDE TOTAL EMISSIONS REDUCTION TARGETS

OBLIGATED CMAQ PROJECTS IN THE FFY 2017 – 2021 TIP

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 Municipal Plug-In and Advanced Vehicle Program in New York City will reduce motor vehicle emissions at the tailpipe.

PROGRAMMED CMAQ PROJECTS IN THE FFY 2020 – 2024 TIP

All of the CMAQ-funded projects in the FFYs 2020-2024 TIP that contribute to achieving the non-SOV travel target and the PHED target will also contribute to achieving the cumulative statewide Total Emission Reduction target. They will reduce motor vehicle emissions of criteria pollutants through improved facilities for non-motorized and micromobility 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 with electric or alternatively fueled vehicles, which total just over \$23 million in programmed funds.

*APPENDIX 1 – LISTING OF OBLIGATED CMAQ
PROJECTS FFY 2017-2021 TIP*

Appendix 1: Obligated CMAQ Projects Since the 2018 CMAQ Performance Plan

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions Reduction
082904	Long Island	NASSAU COUNTY	PURCHASE 103 CNG BUSES	\$ 15.550	X	X	X
080556	Long Island	NEW YORK STATE DOT	INCIDENT MANAGEMENT - HELP VEHICLES ON LONG ISLAND EXPRESSWAY & PARKWAYS	\$ 2.400		X	X
080769	Long Island	NEW YORK STATE DOT	SIGNAL TIMING CONTRACT, SUFFOLK COUNTY	\$ 1.200		X	X
076032	Long Island	SUFFOLK COUNTY	RECONSTRUCTION OF CR97 BETWEEN NY25A & CR 65 / DIVISION ST	\$ 46.710		X	X
076114	Long Island	SUFFOLK COUNTY	ROUTE 110 BUS RAPID TRANSIT (BRT) CORRIDOR	\$ 26.400	X	X	X
076132	Long Island	SUFFOLK COUNTY	TRAFFIC SIGNAL RE-TIMING - DESIGN AND IMPLEMENTATION	\$ 2.400		X	X
875899	Lower Hudson Valley	LOCAL	PELHAM RD TRAFFIC SIGNALS (PELHAM MANOR TO MAIN ST)	\$ 0.110		X	X
875900	Lower Hudson Valley	LOCAL	MAIN STREET & HUGUENOT STREET TRAFFIC OPERATIONS	\$ 7.295		X	X
M702-03-01	Lower Hudson Valley	MTA METRO-NORTH RR	CROTON FALLS PARK AND RIDE	\$ 13.786	X	X	X
806245	Lower Hudson Valley	NEW YORK STATE DOT	I-84 INTELLIGENT TRANSPORTATION SYSTEMS: PENNSYLVANIA BORDER TO CONNECTICUT BORDER	\$ 2.409		X	X
881204	Lower Hudson Valley	NEW YORK STATE DOT	SIGNAL IMPROVEMENTS	\$ 1.120		X	X
881464	Lower Hudson Valley	NEW YORK STATE DOT	SIGNAL COMMUNICATIONS	\$ 5.700		X	X
895009	Lower Hudson Valley	NEW YORK STATE DOT	COACH BUS MARKETING AND PARKING CONTRACT	\$ 1.020	X	X	X
876197	Lower Hudson Valley	PUTNAM COUNTY	STONELEIGH AVE @ DREWVILLE ROAD INTERSECTION IMPROVEMENTS	\$ 2.800		X	X
ST04-6131	New York City	MTA NYC TRANSIT	ADA: WOODHAVEN BOULEVARD / JAMAICA	\$ 21.600	X	X	X
X50162	New York City	NEW YORK CITY DOT	BELT PARKWAY ITS SYSTEM	\$ 3.940		X	X

Appendix 1: Obligated CMAQ Projects Since the 2018 CMAQ Performance Plan

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions Reduction
X77261	New York City	NEW YORK CITY DOT	MUNICIPAL PLUG-IN AND ADVANCED VEHICLE PROGRAM	\$ 1.300			X
X77365	New York City	NEW YORK CITY DOT	BICYCLE NETWORK DEVELOPMENT LANE MARKING CONSTRUCTION	\$ 9.897	X	X	X
X77367	New York City	NEW YORK CITY DOT	FORT INDEPENDENCE STREET/BROADWAY/ISHAM STREET PEDESTRIAN IMPROVEMENTS	\$ 0.620	X	X	X
X77368	New York City	NEW YORK CITY DOT	UNIONPORT ROAD PEDESTRIAN SAFETY IMPROVEMENTS	\$ 0.500	X	X	X
X77369	New York City	NEW YORK CITY DOT	ASTORIA PEDESTRIAN SAFETY IMPROVEMENTS	\$ 0.390	X	X	X
X22872	New York City	NEW YORK STATE DOT	SAFETY IMPROVEMENTS ON LONG ISLAND EXPRESSWAY; 48TH STREET	\$ 3.472		X	X
X72977	New York City	NEW YORK STATE DOT	REPLACEMENT OF KOSCIUSZKO BRIDGE OVER NEWTOWN CREEK- CONTRACT 2	\$ 16.433		X	X
X73127	New York City	NEW YORK STATE DOT	MOBILITY IMPROVEMENT ON NORTHBOUND BRUCKNER EXPRESSWAY	\$ 9.888		X	X
X73149	New York City	NEW YORK STATE DOT	ARTHUR SHERIDAN EXPRESSWAY ENHANCEMENT	\$ 10.000		X	X
X80659	New York City	NEW YORK STATE DOT	MANAGED USE LANES ALONG THE LONG ISLAND EXPRESSWAY	\$ 12.880	X	X	X
X80668	New York City	NEW YORK STATE DOT	OPERATIONAL SUPPORT FOR INTEGRATED INCIDENT MANGEMENT SYSTEM	\$ 2.652		X	X
X77310	New York City	NYC DEPT OF PARKS & RECREATION	PEDESTRIAN AND BIKE IMPROVEMENTS IN GULICK PARK	\$ 0.835	X	X	X
X50191	New York City	NYC ECONOMIC DEVELOPMENT CORP.	TOMPKINSVILLE WATERFRONT ESPLANADE AND BIKEWAY	\$ 2.682	X	X	X
TOTAL FUNDING PROGRAMMED				\$ 225.989			

*APPENDIX 2 –CMAQ PROJECTS PROGRAMMED
IN THE FFY 2020-2024 TIP*

Appendix 2: CMAQ Projects Programmed in the Federal Fiscal Years 2020-2024 TIP

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions
005423	Long Island	NYSDOT	RECONSTRUCT NY347 FROM GIBBS POND RD TO HALLOCK ROAD	\$ 6.250		X	X
076032	Long Island	SUFFOLK	RECONSTRUCTION OF CR97 BETWEEN NY25A & CR 65 / DIVISION ST	\$ 47.375		X	X
076046	Long Island	NASSAU	NASSAU COUNTY SIGNAL EXPANSION PHASE 9	\$ 5.990		X	X
076049	Long Island	NASSAU	MERRICK RD SIGNAL EXPANSION PH1 (MERRICK TO MASSAPEQUA)	\$ 5.000		X	X
076050	Long Island	NASSAU	NASSAU VARIABLE MESSAGE SIGN PHASE 2	\$ 2.224		X	X
076114	Long Island	SUFFOLK	ROUTE 110 BUS RAPID TRANSIT (BRT) CORRIDOR	\$ 23.000	X	X	X
076125	Long Island	NASSAU	NASSAU COUNTY TRAFFIC SIGNAL EXPANSION PH 10	\$ 12.925		X	X
076143	Long Island	NASSAU	NASSAU COUNTY INCIDENT MANAGEMENT SYSTEM PHASE 5	\$ 3.240		X	X
076144	Long Island	NASSAU	MERRICK AVENUE SIGNAL EXPANSION	\$ 5.000		X	X
076160	Long Island	NASSAU	VARIABLE MESSAGE SIGN PHASE 3	\$ 5.500		X	X
076161	Long Island	NASSAU	TRAFFIC SIGNAL EXPANSION PH 11	\$ 5.000		X	X
076176	Long Island	SUFFOLK	PEDESTRIAN & BICYCLE MULTI USE PATH ADJACENT TO CR97	\$ 13.900	X		X
081001	Long Island	NYSDOT	SAFETY IMPROVEMENTS ON VARIOUS STATE HIGHWAYS	\$ 1.375		X	X
081002	Long Island	NYSDOT	SAFETY IMPROVEMENTS	\$ 1.375		X	X
082498	Long Island	NASSAU	HUB TRANSPORTATION STUDY AND INITIAL OPERATING SEGMENT	\$ 19.500		X	X
082904	Long Island	NASSAU	PURCHASE 103 CNG BUSES FOR NASSAU TRANSIT	\$ 7.188	X	X	X

Appendix 2: CMAQ Projects Programmed in the Federal Fiscal Years 2020-2024 TIP

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions
082912	Long Island	NASSAU	PURCHASE EIGHTY-SEVEN (87) COMPRESSED NATURAL GAS BUSES	\$ 10.178	X	X	X
801073	Lower Hudson Valley	NYSTA	INTERSECTION IMPROVEMENTS AT ROUTE 9 AND I87/I287.	\$ 0.050		X	X
839096	Lower Hudson Valley	LOCAL	ROUTE 6 @ WESTBROOK DRIVE, INTERSECTION IMPROVEMENTS.	\$ 0.603		X	X
875609	Lower Hudson Valley	PUTNAM	FAIR ST: RT 52-JOHN SIMPSON RD IMPROVEMENTS	\$ 3.125		X	X
875684	Lower Hudson Valley	PUTNAM	MAYBROOK BIKEWAY II (PHASE A) CONSTRUCTION	\$ 1.019	X		X
875748	Lower Hudson Valley	PUTNAM	CONSTRUCT (CR 21) PEEKSKILL HOLLOW RD RENOVATION PROJECT	\$ 1.300		X	X
875899	Lower Hudson Valley	LOCAL	PELHAM RD TRAFFIC SIGNALS (PELHAM MANOR TO MAIN ST)	\$ 3.178		X	X
875900	Lower Hudson Valley	LOCAL	MAIN STREET & HUGUENOT STREET TRAFFIC OPERATIONS	\$ 8.838		X	X
875902	Lower Hudson Valley	LOCAL	WEBSTER AVENUE TRAFFIC SIGNALS: MAIN STREET	\$ 0.263		X	X
875906	Lower Hudson Valley	PUTNAM	MAHOPAC FALLS TRAILWAY CONSTRUCTION	\$ 1.909	X		X
875907	Lower Hudson Valley	ROCKLAND	PASCACK RD @ LAWRENCE ST: INTERSECTION RECONSTRUCTION	\$ 1.310		X	X
875966	Lower Hudson Valley	ROCKLAND	GERMONDS ROAD: PIP RAMPS RECONSTRUCTION	\$ 3.500		X	X
875973	Lower Hudson Valley	LOCAL	WILMOT RD SIGNALS: GRAND BLVD TO GOLDEN HORSE SHOPPING CNTR	\$ 0.154		X	X
875975	Lower Hudson Valley	LOCAL	PELHAM SIGNALS: LINCOLN AVENUE & WOLFS LANE/FIFTH AVENUE	\$ 0.023		X	X
876105	Lower Hudson Valley	PUTNAM	MAYBROOK BIKEWAY II (PHASE B)	\$ 1.120	X		X
876197	Lower Hudson Valley	PUTNAM	STONELEIGH AVE @/DREWVILLE RD INTERSECTION IMPROVEMENTS	\$ 3.500		X	X

Appendix 2: CMAQ Projects Programmed in the Federal Fiscal Years 2020-2024 TIP

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions
878054	Lower Hudson Valley	LOCAL	NORTH MIDDLETOWN ROAD PEDESTRIAN CORRIDOR LINK	\$ 0.288	X		X
881518	Lower Hudson Valley	NYS DOT	SIGNAL OPTIMIZATION: WIRELESS VEHICLE DETECTION SYSTEM	\$ 0.844		X	X
881520	Lower Hudson Valley	NYS DOT	SIGNAL OPTIMIZATION: WIRELESS VEHICLE DETECTION SYSTEM	\$ 0.844		X	X
881521	Lower Hudson Valley	NYS DOT	SIGNAL OPTIMIZATION: WIRELESS VEHICLE DETECTION SYSTEM	\$ 0.844		X	X
882376	Lower Hudson Valley	WESTCHESTER	WESTCHESTER EMPLOYEE COMMUTE OPTIONS PROGRAM	\$ 3.500	X	X	X
882402	Lower Hudson Valley	ROCKLAND	ROCKLAND COMMUTE ALTERNATIVES	\$ 2.500	X	X	X
882403	Lower Hudson Valley	ROCKLAND	ROCKLAND COMMUTE ALTERNATIVES	\$ 1.800	X	X	X
882405	Lower Hudson Valley	MTA MNR	MTA METRO-NORTH RAILROAD MARKETING AND CONNECTING SERVICES	\$ 1.695	X	X	X
882406	Lower Hudson Valley	MTA MNR	MTA METRO-NORTH RAILROAD MARKETING AND CONNECTING SERVICES	\$ 1.130	X	X	X
882409	Lower Hudson Valley	NYS DOT	COACH BUS MARKETING AND PARKING CONTRACT	\$ 1.105	X	X	X
882410	Lower Hudson Valley	NYS DOT	COACH BUS MARKETING AND PARKING CONTRACT	\$ 0.340	X	X	X
8TM061	Lower Hudson Valley	WESTCHESTER	PURCHASE OF (108) 40 FOOT REPLACEMENT BUSES	\$ 34.025	X	X	X
8TRM86	Lower Hudson Valley	LOCAL	ORANGETOWN DIESEL RETROFITS	\$ 0.530			X
T80413A1	New York City	MTA NYCT	ADA - VARIOUS STATIONS - 2020	\$ 562.500	X	X	X
TRANTECH	Long Island	MTA LIRR	TRANSIT TECHNICAL ASSISTANCE PROGRAM	\$ 0.500	X	X	X
X50198	New York City	NYCDPR	HARLEM RIVER GREENWAY BICYCLE/PEDESTRIAN TRAIL	\$ 3.956	X		X

Appendix 2: CMAQ Projects Programmed in the Federal Fiscal Years 2020-2024 TIP

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions
X72711	New York City	NYSDOT	CROSS BRONX EXPRESSWAY ACTIVE TRAFFIC MANAGEMENT	\$ 18.500		X	X
X73127	New York City	NYSDOT	MOBILITY IMPROVEMENT ON N/B BRUCKNER EXPWY	\$ 11.660		X	X
X77005	New York City	NYCDOT	HUNTS POINT/PORT MORRIS DIESEL EMISSIONS REDUCTION	\$ 15.037			X
X77013	New York City	NYCEDC/DOT/GJDC	IMPROVEMENTS OF STATION PLAZA IN JAMAICA, QUEENS COUNTY	\$ 19.528	X	X	X
X77261	New York City	NYCDOT	MUNICIPAL PLUG-IN AND ADVANCED VEHICLE PROGRAM	\$ 2.575			X
X77263	New York City	NYCDOT	MULTI-MODAL ACCESS TO TRANSIT IN NEW YORK CITY	\$ 5.719	X	X	X
X77265	New York City	NYCEDC	HUNTS POINT TERMINAL MARKET FREIGHT RAIL MODERNIZATION	\$ 29.707		X	X
X77363	New York City	NYCDOT	RECONSTRUCTION SHORE ROAD BRIDGE OVER THE HUTCHINSON RIVER	\$ 12.500	X	X	X
X77367	New York City	NYCDOT	PEDESTRIAN NETWORK DEVELOPMENT V - 2020 (BKLYN, BRONX, MHTN)	\$ 2.538	X	X	X
X77368	New York City	NYCDOT	UNIONPORT ROAD PED SAFETY IMPROVEMENTS	\$ 0.725	X	X	X
X77369	New York City	NYCDOT	ASTORIA PED SAFETY IMPROVEMENTS	\$ 0.400	X	X	X
X77370	New York City	NYCDOT	SAFE ROUTES TO SCHOOLS - MANHATTAN	\$ 15.019	X	X	X
X77375	New York City	NYCDOT	BICYCLE NETWORK DEVELOPMENT LANE MARKING CONSTRUCTION	\$ 13.554	X	X	X
X77377	New York City	NYCDOT	BICYCLE NETWORK DEVELOPMENT - FFY 2022	\$ 13.850	X	X	X
X77379	New York City	NYCDOT	BICYCLE NETWORK DEVELOPMENT - FFY 2024	\$ 14.988	X	X	X
X77380	New York City	NYCDOT	BICYCLE NETWORK DEVELOPMENT ADMINISTRATION - FFY 2024	\$ 3.050			X

Appendix 2: CMAQ Projects Programmed in the Federal Fiscal Years 2020-2024 TIP

PIN	Subarea	Sponsor	Project Name	Programmed Funding	Performance Measure(s) Impacted		
					Non-SOV Travel	PHED	Total Emissions
X77381	New York City	NYCDOT	NYC CONGESTED CORRIDOR REDUCTION PROGRAM	\$ 4.387		X	X
X77392	New York City	NYCDOT	EMMISSION CONTROL TECHNOLOGIES	\$ 2.275			X
X77393	New York City	NYCDOT	PEDESTRIAN NETWORK DEVELOPMENT V - 2021 (BRONX, MHTN, QNS)	\$ 1.279	X	X	X
X77394	New York City	NYCDOT	PEDESTRIAN NETWORK DEVELOPMENT V - 2022	\$ 2.133	X	X	X
X77395	New York City	NYCDOT	NORTHERN BLVD WALKABLE CORRIDOR (31 ST/40TH AVE TO 114 ST)	\$ 1.000	X	X	X
X80659	New York City	NYSDOT	L.I.E. CORRIDOR ACTIVE TRANSPORTATION & DEMAND MANAGEMENT	\$ 18.800		X	X
TOTAL PROGRAMMED				\$ 1,030.537			