



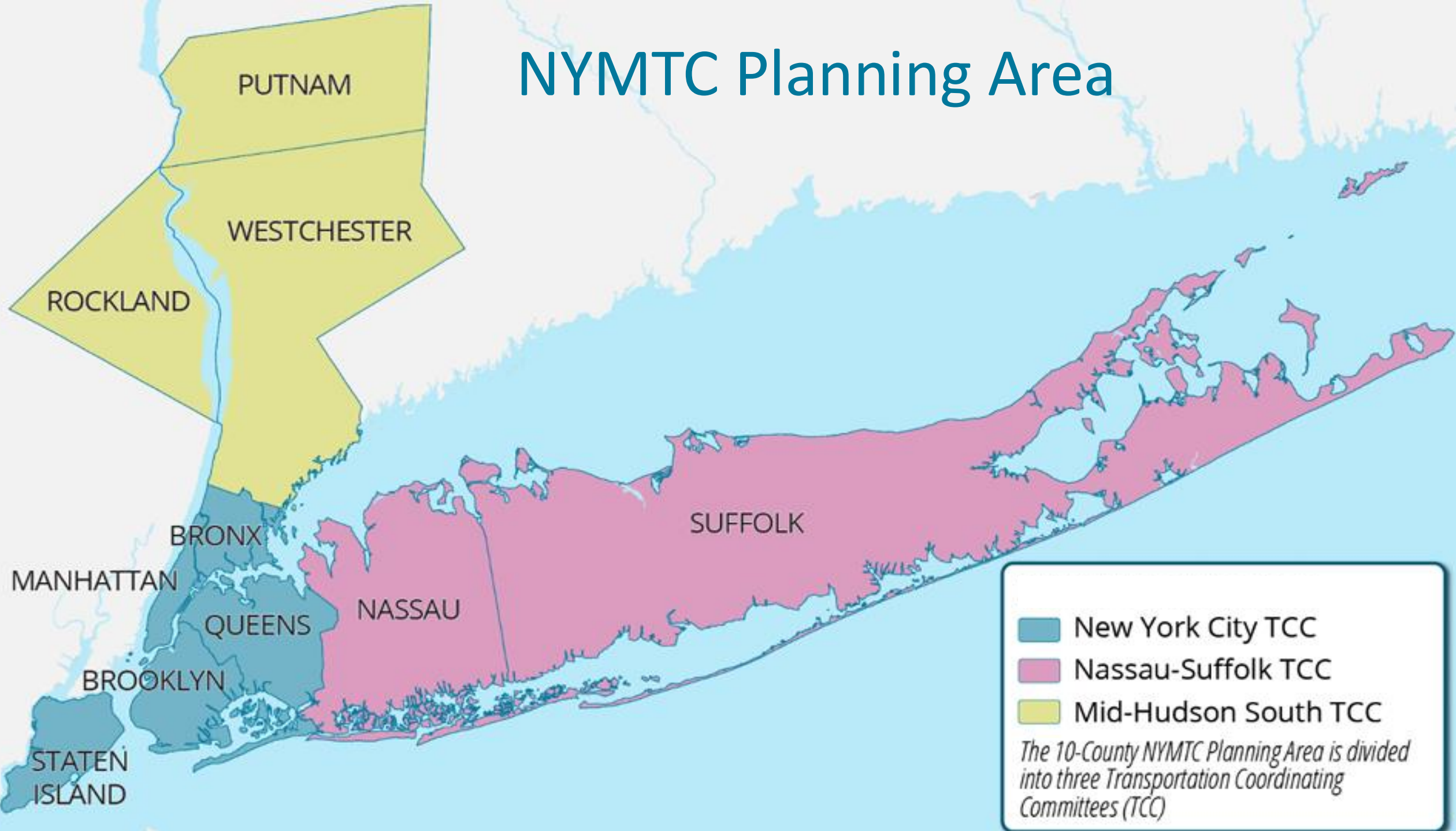
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC)

NYMTC's Planning Products

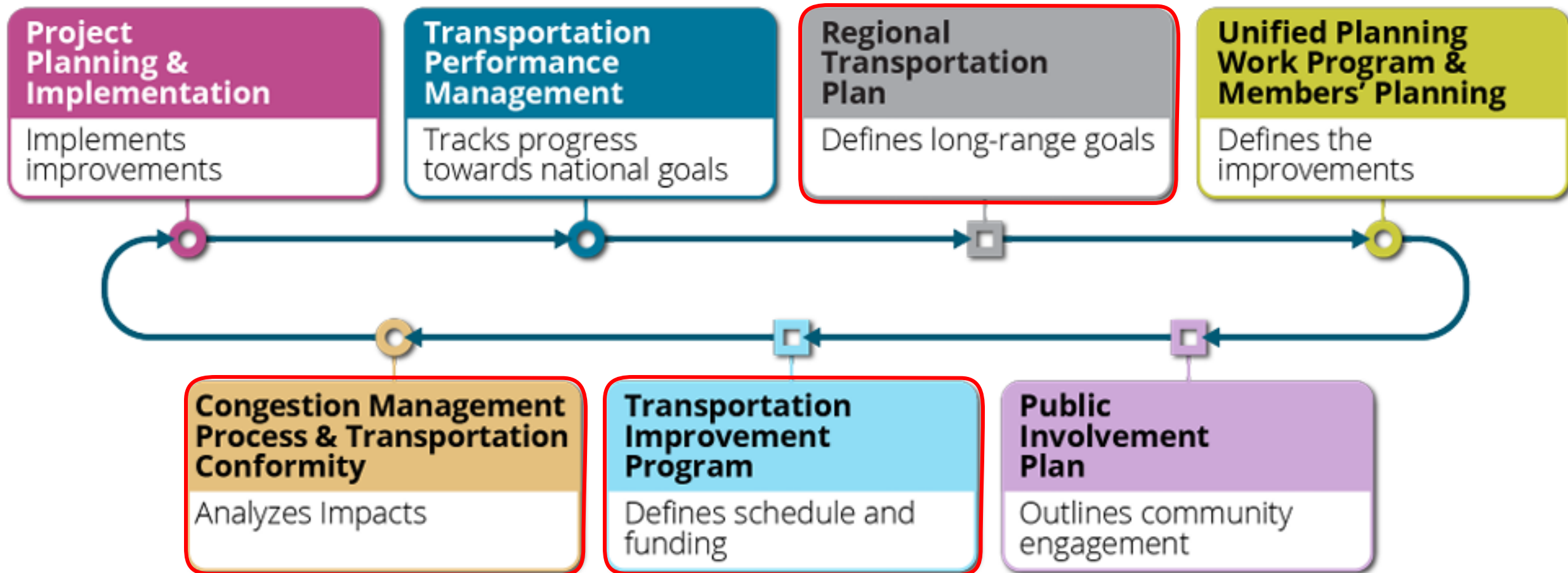
- Draft Regional Transportation Plan (*Moving Forward 2055*)
- Draft 2025 Congestion Management Process (CMP) Status Report
- Draft FFYs 2026-2030 Transportation Improvement Program (TIP)

Council Meeting September 5, 2025

NYMTC Planning Area



Metropolitan Transportation Planning Process



Public Comment Periods

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

Comments were included in the document Appendixes



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

What is a Regional Transportation Plan?

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

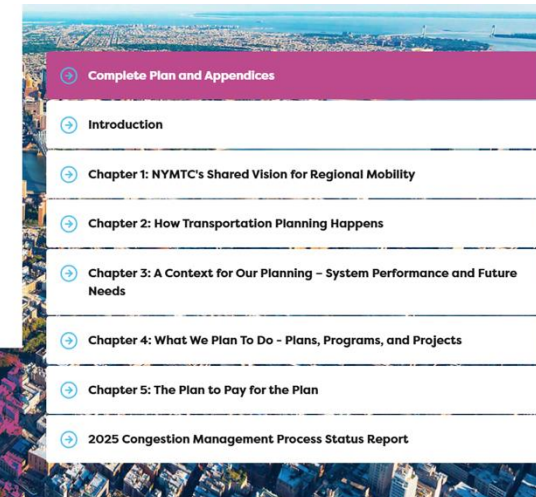
Updated every four years, the Plan is a **blueprint that helps guide federal funding** of investments in the NYMTC planning area based on the Council's vision for the region and is **developed collaboratively with members, agencies, other stakeholders and the public**



What is a Regional Transportation Plan?

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

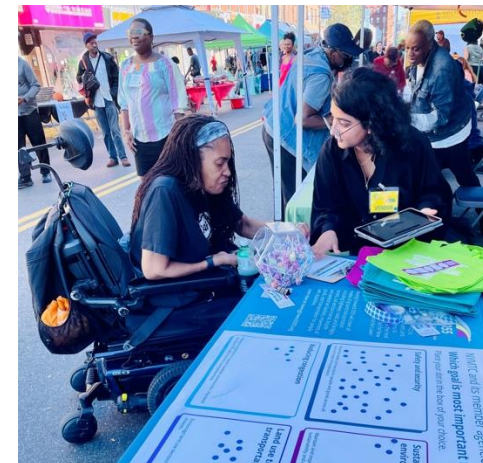
In addition, it addresses key transportation activities such as **operations** and **management** of the **transportation system**, **safety, security** and **regional finances**



Public Outreach for the Draft Plan

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

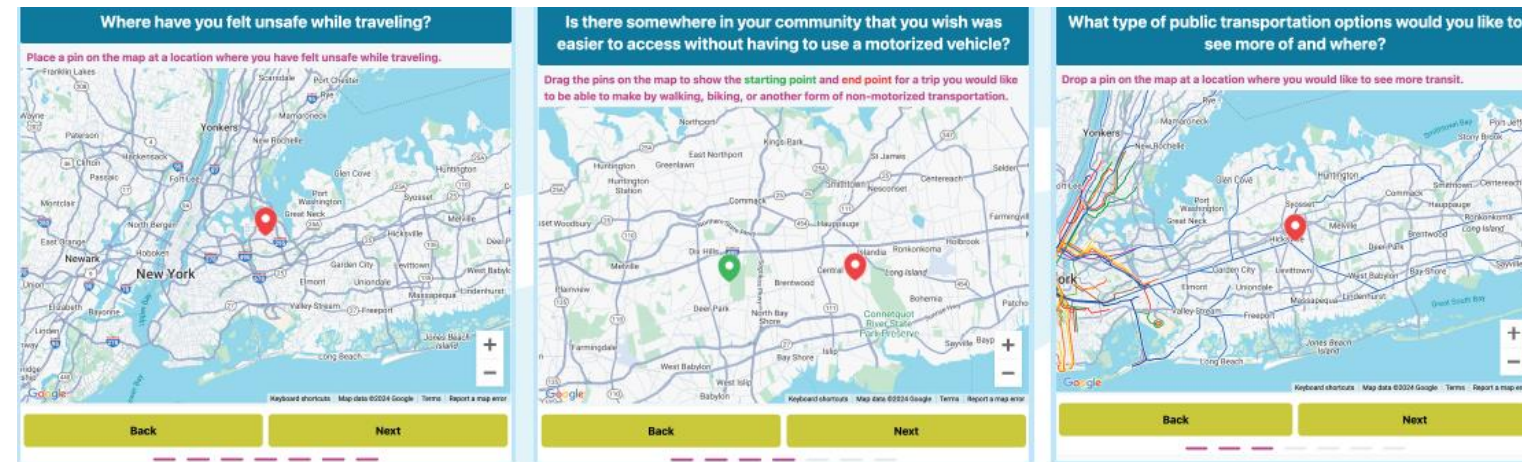
- Public-friendly website
- Short informational video
- Social media campaigns
- Virtual topical forums
- Virtual focus groups with Communities of Concern and users of specialized transportation services
- Community-based outreach to 50 organizations
- In-person pop-ups at various community events
-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



Public Outreach for the Draft Plan

Interactive Survey and Geolocated Dashboard

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



Guiding Principles

The Vision identifies nine guiding principles:

**Value the needs of all
users**

**Use funding for
transportation
efficiently**

**Achieve connected
networks**

**Achieve multi-system
accessibility and
operability**

**Integrate the regional
transportation system**

**Support multi-agency
approaches**

Engage the public

**Collect and share
quality metrics and
data**

**Embrace innovation
and technological
advancements**

Proposed Vision and Goals

NYMTC recognizes that **mobility** – the ability of people and goods to move easily and safely to, from and between locations – **is crucial** to the lives of residents and visitors alike, as well as the region's economic vitality

We aspire to ensure that all people, regardless of race, disability status, age, or socioeconomic background have a right to live, work, and play in communities that are safe, healthy, and free of harmful environmental conditions

Our Vision is one in which safe, accessible, and efficient mobility for people and goods is made possible by well-maintained and reliable infrastructure

Vision Goals

The new plan is organized around seven goals:

**Safety and
Security**

Infrastructure

Resiliency

Congestion

Land Use

**Fairness and
Access**

Environment

Financial Sections

Federal regulations require that the financial plan include the following:

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

Cost and Resources Categories

For the *federally supported* transportation system:

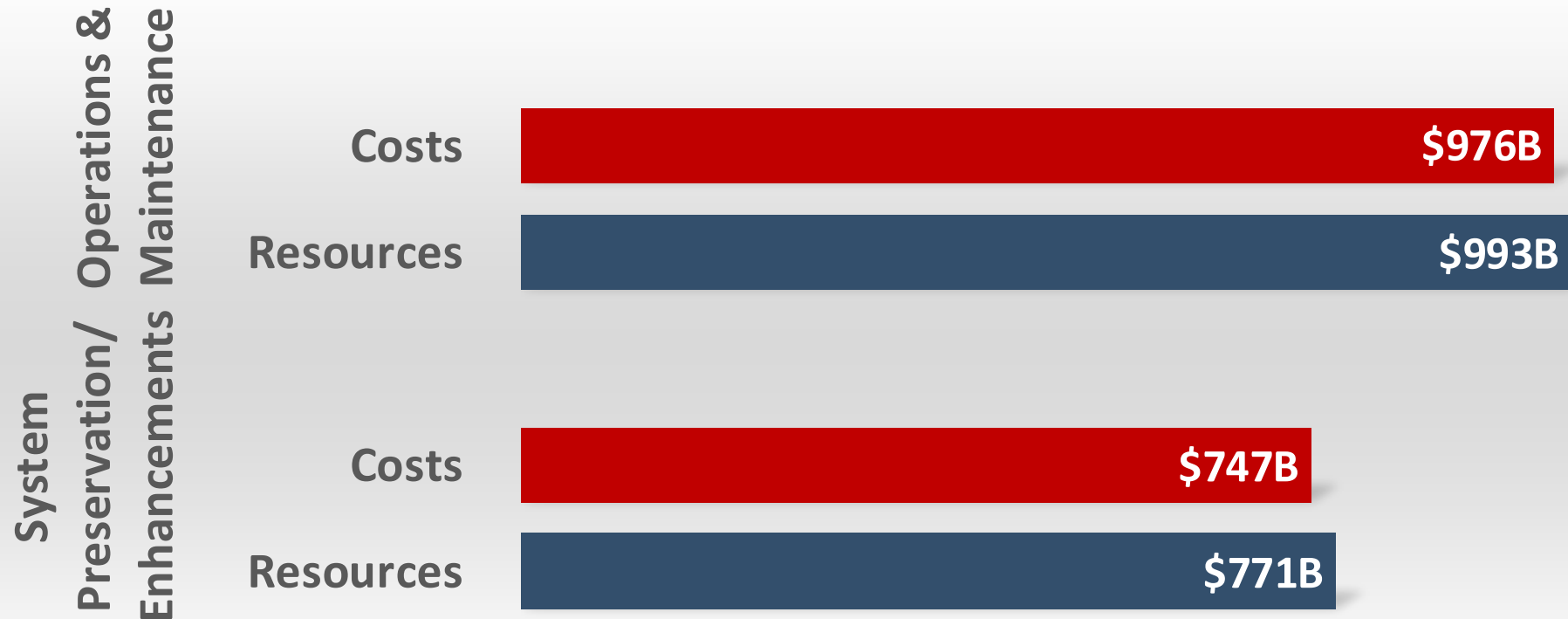
Operations and
Maintenance (O&M)

System Preservation

System
Enhancement

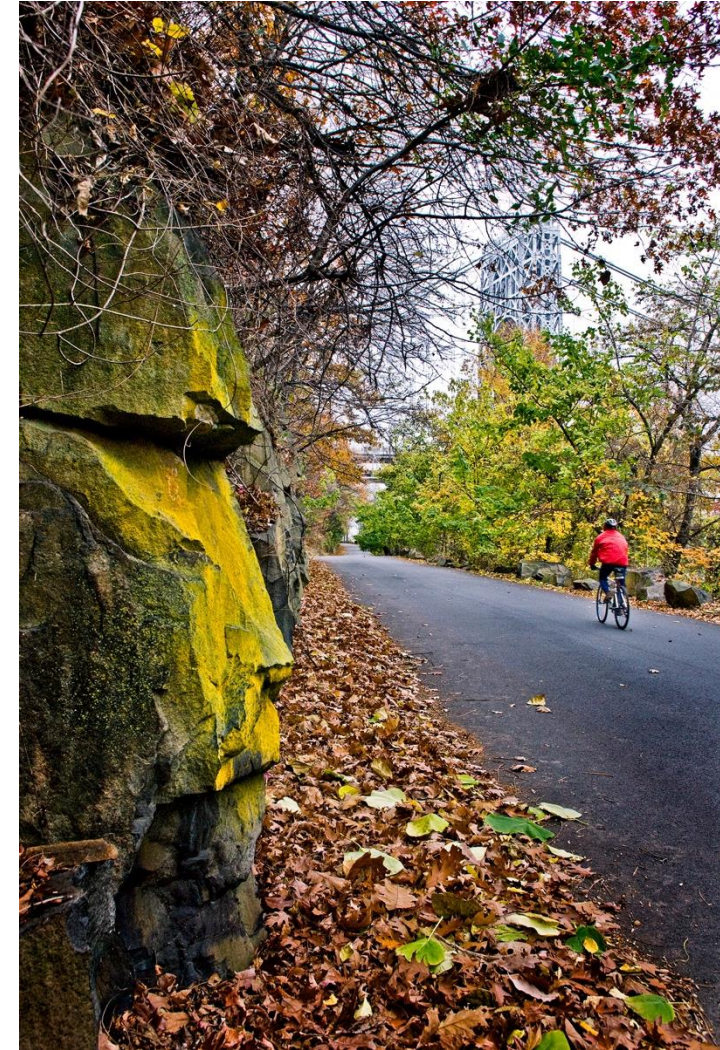
Moving Forward 2055 - Projected Costs and Resources

**Projected Costs
and Resources**
(in billions of Year
of Expenditure
[YOE] dollars)



Key Plan Appendices

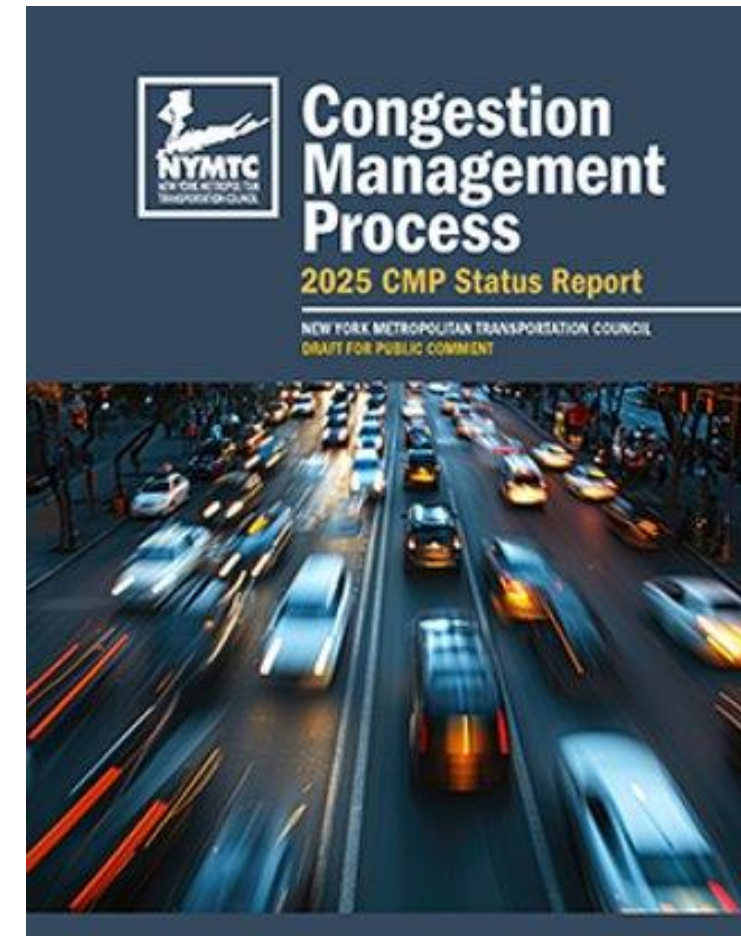
- Active Transportation Plan
- Coordinated Public Transit-Human Services Transportation Plan
- Regional Freight Element
- Title VI Assessment
- Environmental Mitigation and New Consultation



Congestion Management Process (CMP) Status Report

Federal Requirements

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



Source: AVAIL, 2023

AM Peak Period (6 AM - 10 AM)

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

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

VMT: Vehicle Miles Traveled
VHD: Vehicle Hours of Delay

Source: NYBPM

Congestion Management Strategies and System Enhancement Investments

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





FFYs 2026-2030 Transportation Improvement Program (TIP)

The Role of the TIP in the Planning Process

The TIP is a multi-year, multi-modal program of **transportation improvement projects** drawn from the Regional Transportation Plan

- **Five-year program** organized by federal fiscal year: October 1st - September 30th
- **Enables** project obligation and eventual federal reimbursement of costs

Includes:

- Transit projects
- Roadway and bridge projects
- Bicycle/pedestrian projects
- Safety projects
- Systems and demand management projects
- Operating and maintenance projects

TIP Development Cycles

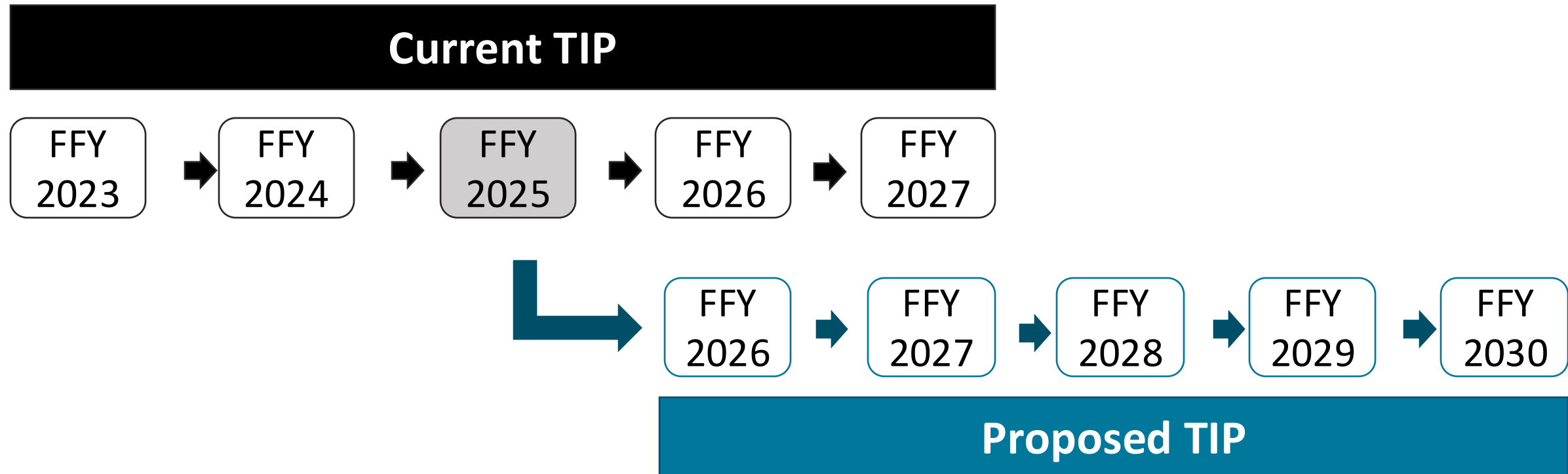
A new TIP is usually developed every two-to-three years

Development cycles are coordinated with the Statewide TIP development schedule

During each cycle:

- Existing projects are updated; and
- New projects are programmed, and new fiscal years are added
- Mobile source emissions are analyzed for Transportation Conformity

Current TIP vs. Proposed TIP



Funding Assumptions for Proposed FFYs 2026-30 TIP

Funding levels are determined by multi-year Authorization Acts. Federal authorizations for each funding program are set by the Infrastructure Investment and Jobs Act (IIJA) through **September 30, 2026**

- Assumed New York State funding levels for FFYs 2027 through 2030 are derived from the IIJA authorizations
- New York State DOT uses these assumed funding levels to develop planning targets for each of its administrative regions

Fiscal Constraint and the TIP

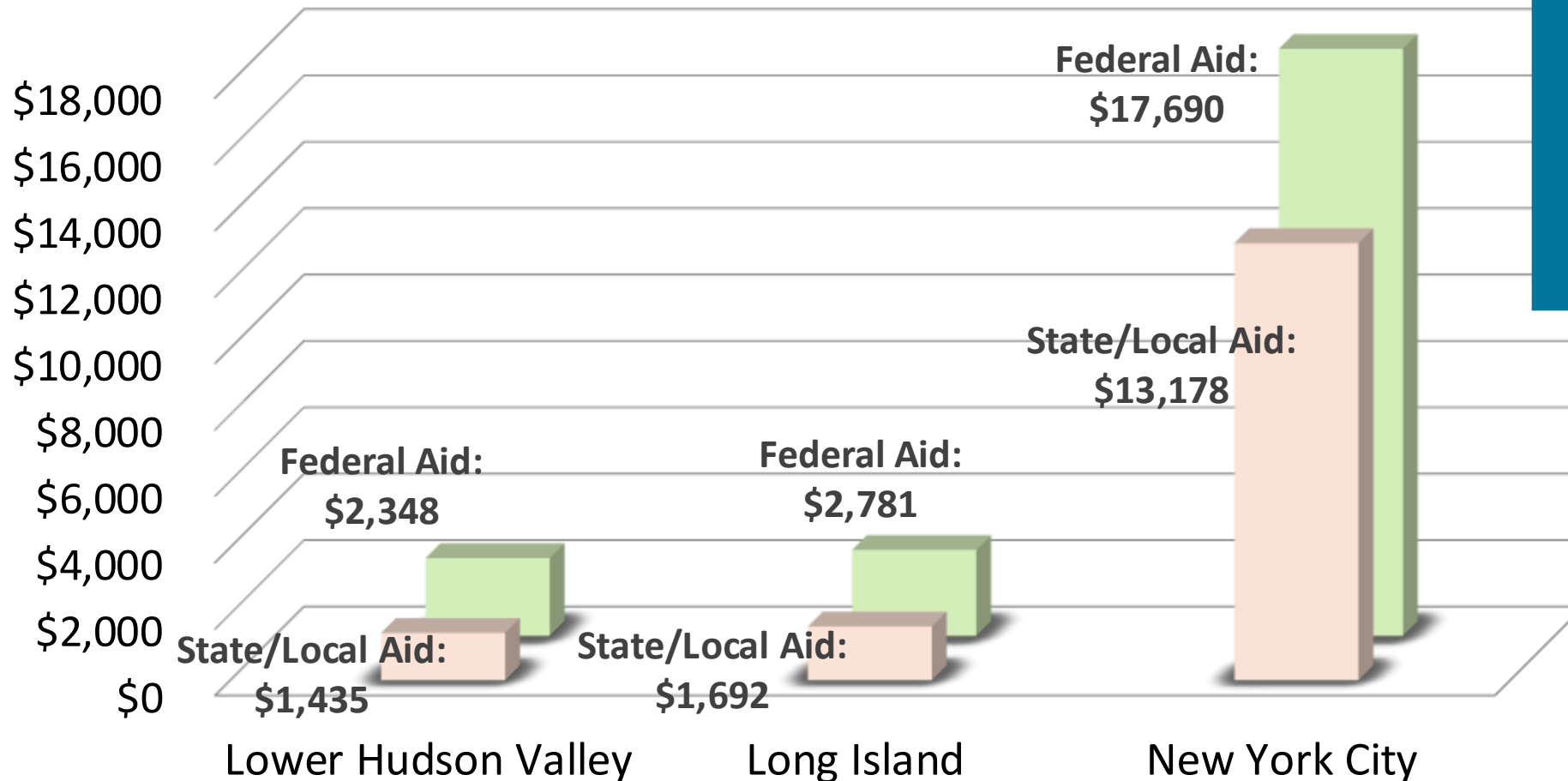
Fiscal constraint requires that revenues in transportation planning and programming are:

- **Identified** and "**are reasonably expected to be available**" to implement the Regional Transportation Plan and the Transportation Improvement Program
- **Provide for** the operation and maintenance of the existing highway and transit systems

For the TIP, this means that programmed project costs cannot exceed the planning targets provided by NYSDOT for each federal funding program

Proposed Funding in the FFYs 2026-30 TIP

Proposed FFYs 2026-2030 TIP: Program by Subregion (in millions of YOE dollars)

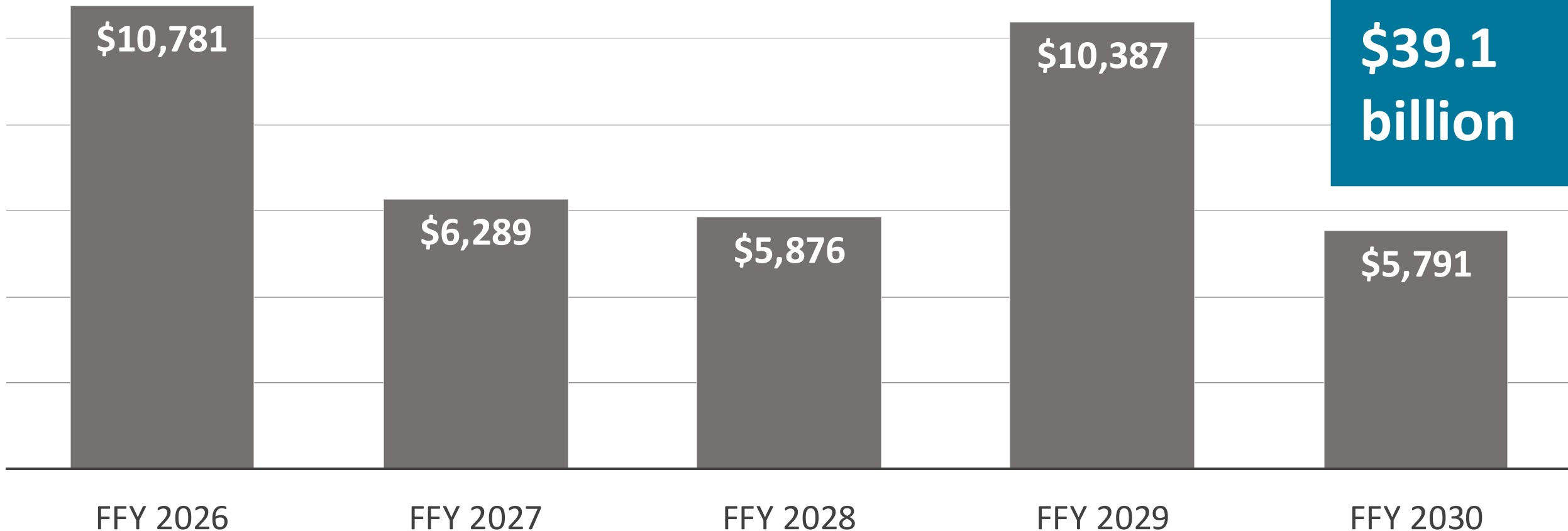


NYMTC
Total:
\$39.1
billion

Proposed Funding in the FFYs 2026-30 TIP

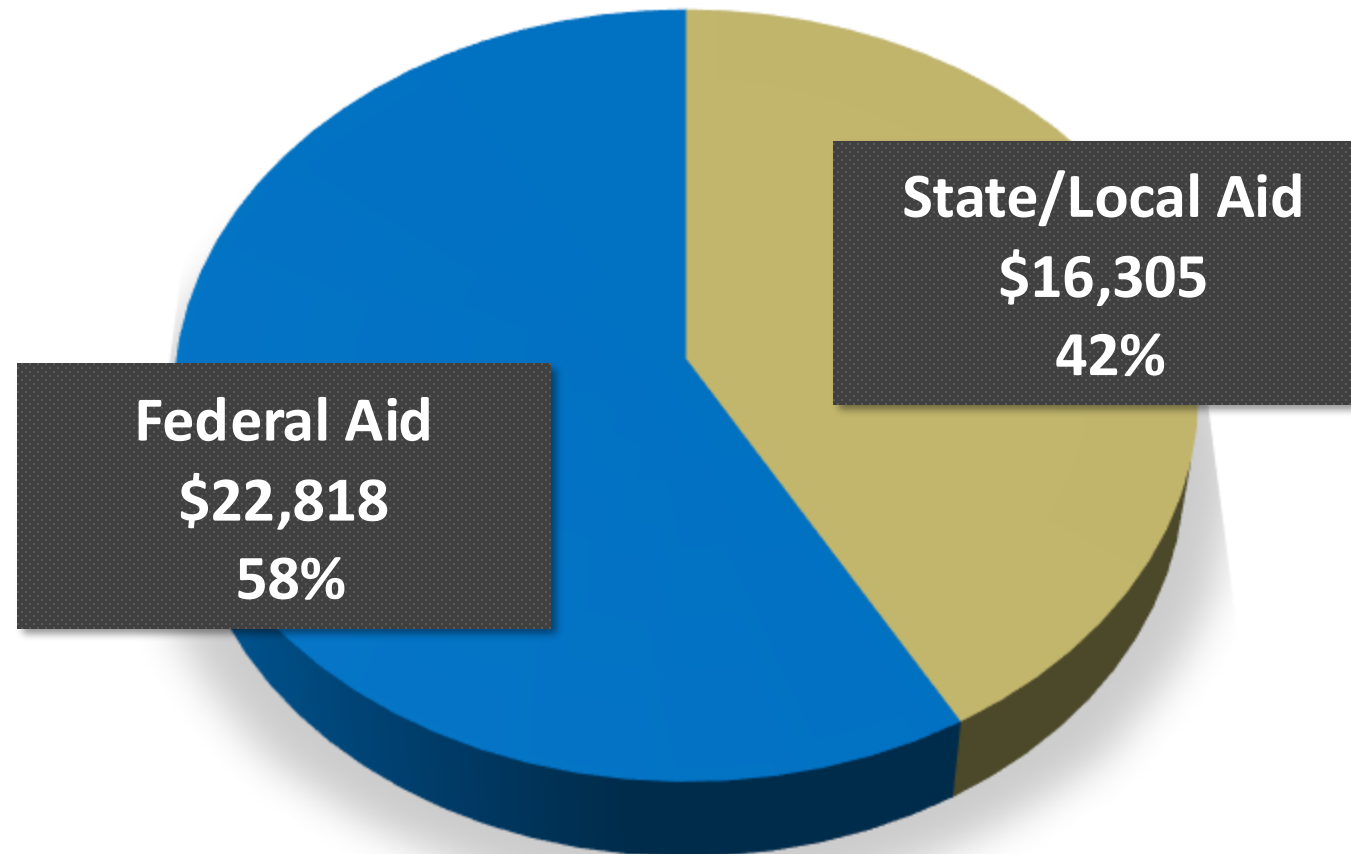
Proposed FFYs 2026-2030 TIP: Program by FFY
(in millions of YOE dollars)

NYMTC
Total:
\$39.1
billion



Proposed Funding in the FFYs 2026-30 TIP

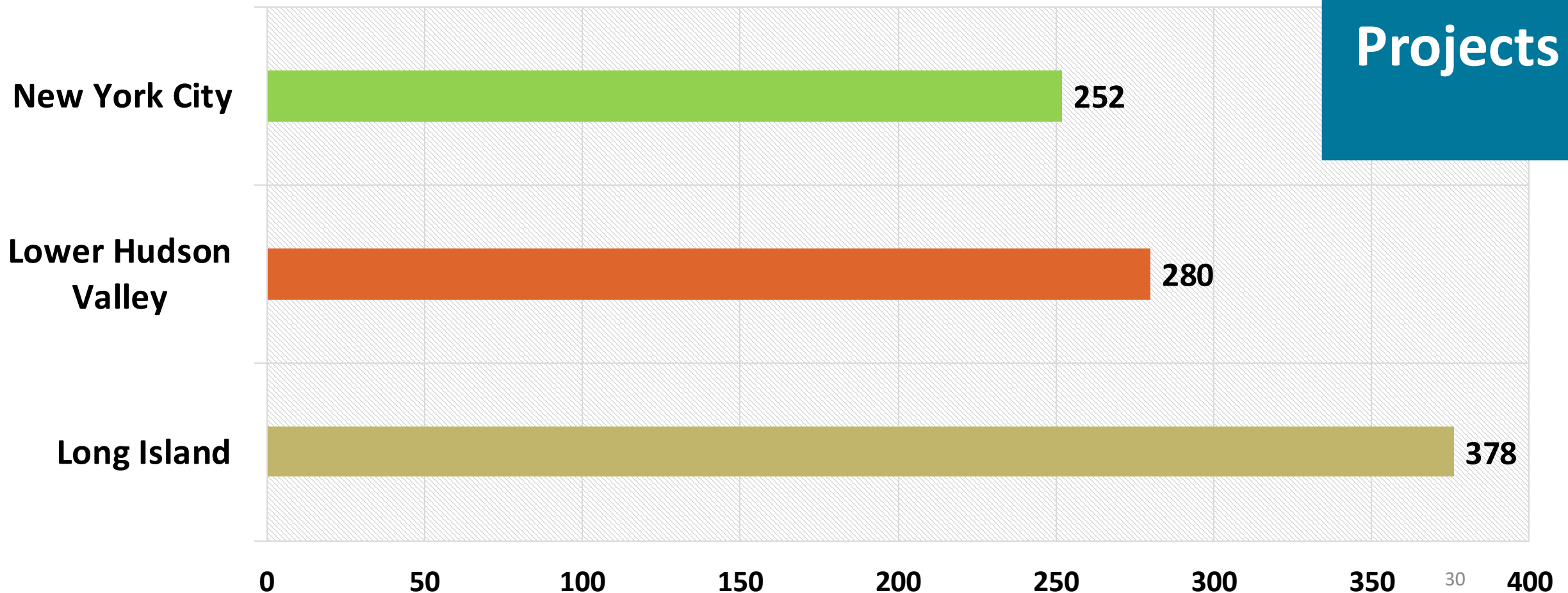
Proposed FFYs 2026-30 TIP: Program by Fund Source (in millions of YOE dollars)



NYMTC
Total:
\$39.1
billion

Projects Defined in the FFYs 2026-30 TIP

Proposed FFYs 2026-30 TIP: Number of Projects



Transportation Performance Management

23 CFR 450.326 (d) – The TIP shall include, to the maximum extent practicable, a description of the anticipated effects of the TIP toward achieving performance targets



NYMTC has established and is using a performance-based approach to transportation decision-making to support national goals for transportation performance



The anticipated effects of the TIP toward achieving statewide performance targets are described in the proposed FFYs 2026-2030 TIP



Thank you!