

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #558

SAFETY ADDENDUM TO THE FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL TRANSPORTATION 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, 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 2022-2050 Plan, entitled *Moving Forward*, was adopted by the Council on September 9, 2021, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS, the federal Infrastructure Investment and Jobs Act established a number of new discretionary grant programs, including the Safe Streets and Roads for All (SS4A) program; and

WHEREAS, as described in the FFY 2022 Notice of Funding Opportunity (NOFO) for the SS4A Discretionary Grant Opportunity, the purpose of the SS4A program is "to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators"; and

WHEREAS, as further described in the FFY 2022 NOFO, "A comprehensive safety action plan (referred to as an Action Plan) is aimed at preventing roadway fatalities and serious injuries in a locality or region or on Tribal land. This can be either a plan developed with a Planning and Demonstration Grant, or a previously developed plan that is substantially similar and meets the eligibility requirements"; and

WHEREAS, applicants must have an existing Safety Action Plan to apply for SS4A Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan; and

WHEREAS, the relevant sections of *Moving Forward* were evaluated to determine whether they are "substantially similar" to a Safety Action Plan. Although many of the conditions for a Safety Action Plan were met in *Moving Forward*, the evaluation determined that some enhancement was necessary; and

WHEREAS, the attached Safety addendum contains the enhancements needed and serves as an addendum to the applicable sections of *Moving Forward*. With this supplement, *Moving Forward* will comprise a comprehensive safety action plan aimed at preventing roadway fatalities and serious injuries in a locality, Tribe, or region.

NOW, THEREFORE, BE IT RESOLVED, that PFAC amends *Moving Forward* to include the attached Safety addendum and

BE IT FURTHER RESOLVED, that in doing so, PFAC adopts the performance goal and timeframe contained in the Safety addendum.

This resolution shall take effect on the twentieth day of April, two thousand and twenty-three.

ADOPTED: April 20, 2023

"I hereby certify that the above is a true copy of Resolution #558, Safety Addendum to the Federal Fiscal Years 2022-2050 Regional Transportation Plan, and was motioned by Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by David Viana, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Debra Nelson, PFAC Chair