

**PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)
RESOLUTION #546
ENDORSEMENT OF TRAFFIC CONGESTION PERFORMANCE TARGETS FOR THE
NEW YORK-NEWARK NY-NJ-CT URBANIZED AREA**

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, 23 U.S.C. 134 requires that MPOs undertake a performance-based approach to transportation decision-making to support national goals and establish targets for mandated performance measures to track progress toward attainment of critical outcomes for the region; 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, a second four-year performance period (2022-2025) is beginning, and targets are required to be set for these performance measures for the midpoint and final year of the performance period; and

WHEREAS, NYMTC is subject to these target-setting requirements for Urbanized Area (UZA) 63217, designated as the New York-Newark NY-NJ-CT Urbanized Area, which also includes areas in northern New Jersey; 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 National Highway System roadways within the UZA, as well as the relevant state departments of transportation; and

WHEREAS, the previously required and established midpoint and final year UZA 63217 targets for non-SOV and 4-year targets for PHED during the first performance period (2018-2021) were achieved; and

WHEREAS, the targets were agreed upon for the second performance period are listed in the attachment to this resolution; and

WHEREAS, federal rules allow MPOs to adjust the final year targets at the midpoint (October 1, 2024) of the second performance period.

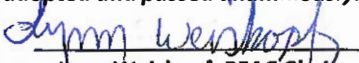
NOW, THEREFORE, BE IT RESOLVED, that PFAC endorses the agreed upon performance targets for the New York-Newark UZA; and

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 twenty-second day of September two thousand and twenty-two.

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

ADOPTED: September 22, 2022

"I hereby certify that the above is a true copy of Resolution #546, Endorsement of Traffic Congestion Performance Targets for the New York-Newark NY-NJ-CT Urbanized Areas, and was motioned by John Tully, 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."


Lynn Weiskopf, PFAC Chair