




EXECUTIVE SUMMARY

INTRODUCTION

The New York Metropolitan Transportation Council (NYMTC) has developed its next Regional Transportation Plan (RTP or Plan), *Moving Forward 2055: Connecting Communities, Creating Opportunities*. The Plan covers all modes of surface transportation from a regional perspective including: highways, streets, public transportation, active transportation facilities, goods movement, and special needs transportation. In addition, it addresses key transportation system activities such as system operations and management, safety, and security, and it identifies funding sources to operate, maintain, and expand the system.

ABOUT THE PLAN

Moving Forward 2055 is a federally required planning product that presents the region's long-term transportation needs and desires over a minimum 20-year timeframe. The RTP is updated every four years. *Moving Forward 2055* is a blueprint that helps support sustainable growth and guides Federal funding for transportation investment in the region. *Moving Forward 2055* covers the 2026-2055 planning period and updates the previous regional transportation plan, *Moving Forward*.



NYMTC is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley. The boundaries of the MPO encompass the five counties of Suffolk, Nassau, Westchester, Putnam, and Rockland, and the five boroughs of New York City. NYMTC coordinates the federally required transportation planning process and access to Federal funding for this region's transportation projects, including the State of New York's Department of Transportation (NYSDOT), and the Metropolitan Transportation Authority (MTA).

Moving Forward 2055 was developed collaboratively with NYMTC member agencies, other regional stakeholders, and members of the public. *Moving Forward 2055's* strategies, actions, and projects are organized by regional goals and objectives which define how the region intends to achieve NYMTC's Shared Vision for Regional Mobility.

NYMTC's [Moving Forward 2055 Interactive Map](#) provides accompanying visualizations for many elements throughout the Plan and its Appendices.

PUBLIC AND COMMUNITY INVOLVEMENT

NYMTC developed *Moving Forward 2055* through a public involvement effort that engaged various constituencies and key audiences in its planning area. Input was gathered from the public, community-based advocacy groups, and other stakeholders, including a Regional Transportation Plan Subcommittee composed of NYMTC planning area agency members. Outreach for *Moving Forward 2055* emphasized engaging with traditionally underserved communities and limited English proficiency populations.

Moving Forward 2055's engagement program included a mix of in-person and virtual events spanning New York City, Long Island, and the Lower Hudson Valley. Outreach activities were undertaken with great care to ensure that diverse and representative input could be obtained.

- » NYMTC initiated early outreach efforts by conducting several in-person pop-up events across its three sub-regions in October and November 2023. Input from these events was supplemented by an online regional survey that solicited over 2,800 individual responses, helping to identify critical needs and potential strategies across the region.
- » In December 2023, virtual focus group meetings were conducted to better understand transportation issues and needs for stakeholders considered within the (1) Coordinated Human Services; and (2) Community of Concern groups.
- » During April, May, and June 2024, NYMTC held a series of Online Public Forums with regional experts. These forums enabled participants to share their insights on critical transportation issues, needs, and opportunities in the areas of freight, active transportation, human services, safety, micromobility, alternative energy sources, curb and parking management, and technology.

Moving Forward 2055 also leveraged on-demand videos introducing NYMTC's role, the Shared Vision for Regional Mobility, transportation trends and needs, and *Moving Forward 2055* strategies as part of its public comment period. The videos were shared online on *Moving Forward 2055's* project website, to help engage a wider audience that otherwise may not have been able to engage during scheduled meetings.

TITLE VI CONSIDERATIONS

Recipients of Federal aid, including MPOs, must comply with the policies set forth in Title VI of the Civil Rights Act of 1964 and other directives that address the disproportionately high and adverse human health or environmental effects on minority and low-income populations. NYMTC's current [Title VI/Non-Discrimination Program](#) policy statement includes the following language:¹

The New York Metropolitan Transportation Council (NYMTC) gives public notice of its nondiscrimination policy to ensure compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency and all other related nondiscrimination statutes, rules, regulations, and executive orders identified in the NYMTC Title VI/Nondiscrimination 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 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.

To assess the Plan in the context of this policy, U.S. Census data were used to create a Non-Discrimination Index that identifies areas with an above average percentage of populations cited in the policy statement, which are then mapped as NYMTC's Communities of Concern (CoC). The CoC's provide a framework to the Plan and its potential outcomes to ensure non-discrimination. *Moving Forward 2055* includes a Title VI Assessment to ensure compliance with statutes regarding non-discrimination.

ENVIRONMENTAL MITIGATION CONSIDERATIONS

Moving Forward 2055 includes an Environmental Mitigation and New Consultation report to ensure compliance with Federal requirements and maintain NYMTC's commitment to protect and enhance the region's natural resources, promote energy conservation, improve the quality of life, and encourage consistency between transportation improvements and state and local planned growth. NYMTC's consultation process for *Moving Forward 2055* included outreach to partner agencies for input on environmental initiatives in the NYMTC region and alternatives for participating in outreach activities that informed the development of the Plan.

¹ The current Title VI/Non-Discrimination Policy Statement was adopted by NYMTC on November 17, 2022.

OUR SHARED VISION FOR REGIONAL MOBILITY

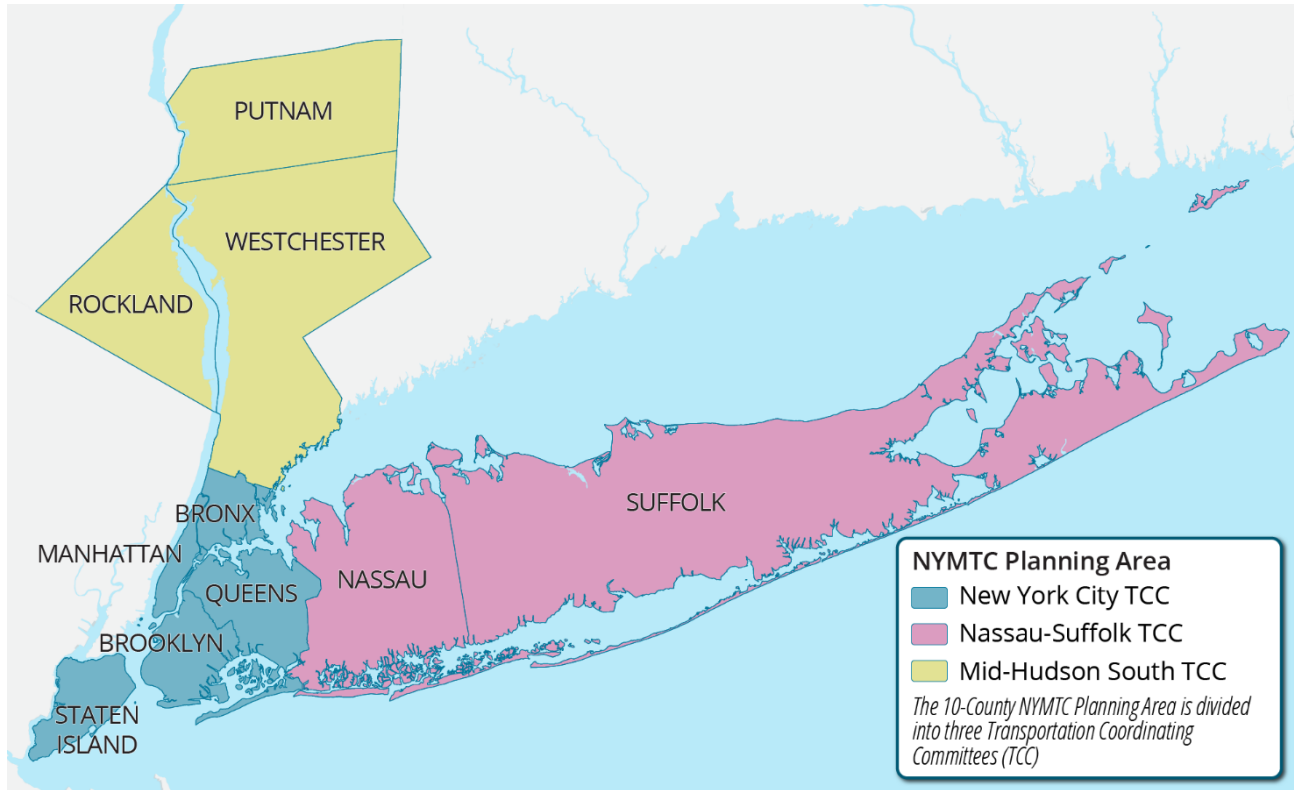
Every day, millions of people are on the move in this multi-state metropolitan region—residents, workers, and visitors depend on safe, accessible, and efficient transportation. The transportation network is not limited to moving people. Every day, millions of tons of goods are on the move, being delivered to residences, area stores, and restaurants. Cargo moves to and from intermodal centers, distribution centers, and warehouses, traveling within and outside of the region. Our transportation network is, and will continue to be, an engine of regional opportunity for communities and commerce, and a connection hub for our country to the rest of the world through seaports and airports. While the individuals who comprise our vast region may move about differently, we all collectively share our need to get around easily and safely.

WHO ARE WE?

Federal legislation requires that any urbanized area with a population greater than 50,000 must have an MPO to plan for and make decisions on the use of Federal transportation funding. MPOs ensure that expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. Among other functions and requirements, MPOs cooperate with state and public transportation operators to program Federal funds for eligible transportation projects.

Voting members of NYMTC comprise elected or appointed representatives of its member agencies which include Putnam, Rockland, Westchester, Nassau, and Suffolk counties; the New York City Departments of City Planning and Transportation; the MTA, and the NYSDOT. NYMTC is advised by the Port Authority of New York and New Jersey (Port Authority), New Jersey Transit (NJ Transit), and the North Jersey Transportation Planning Authority (NJTPA), as well as the New York State Department of Environmental Conservation (NYSDEC), the U.S. Environmental Protection Agency (U.S. EPA), and two administrations of the U.S. Department of Transportation (U.S. DOT)—the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

NYMTC is a forum for collaborative planning from a regional perspective. We facilitate informed decision-making among our members by providing sound technical analysis and forecasts to focus the collective planning activities of NYMTC's members to achieve a shared regional vision. The 10-county NYMTC planning area is divided into three Transportation Coordinating Committee's (TCCs) to enable more localized coordination and planning around transportation needs. These planning efforts help ensure that the region is prepared to obtain the maximum Federal funds available to achieve the shared regional goals of our member agencies for the future of the transportation system.

Figure 1 NYMTC Planning Area and TCCs

OUR GUIDING PRINCIPLES

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The following guiding principles inform our regional transportation planning process and aid in the pursuit of the region's goals:

- » We will value the needs of all users across our region.
- » We will seek to use funding for transportation efficiently, no matter its source.
- » We will consider all modes of transportation to achieve connected networks that accommodate all modes and all users.
- » We will plan for modal shifts, first/last mile connections, and multi-system accessibility and operability.
- » We will support multi-agency approaches to better integrate the regional transportation system.
- » We will collaborate and coordinate with other Government entities to address regional challenges.
- » We will engage the public and community stakeholders through workshops, webinars, and other outreach to help guide key decisions in the planning process.
- » We will invest in the collection and sharing of quality metrics and data related to transportation.
- » We will be open to innovation and technological advancements to enhance our transportation system.

OUR VISION

The members of the NYMTC recognize that mobility—the ability of people and goods to move easily and safely to, from and between locations—is crucial to the lives of everyone who resides in, works in, or visits the NYMTC planning region.

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 Shared Vision is one in which safe, accessible, and efficient mobility for people and goods are made possible by well-maintained and reliable infrastructure. Furthermore, we envision a future where transportation infrastructure and technology enhance community health, minimize pollution, and where strategic investments in transportation support continued economic growth.

As NYMTC, we will pursue our Shared Vision through the metropolitan transportation planning process built from this Plan. To do this, we envision a transportation system where:



Safety and security are maximized for people and goods across all uses and modes.



Infrastructure is maintained and improved in a sustainable manner.



Resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.



Congestion is mitigated through investments and technology, in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.



Land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.



Fairness in transportation is advanced and access to opportunities is improved for all communities.



Environmental impacts—including harmful air pollutants—are significantly reduced through technology applications, increased use of greener travel options, and improved system efficiency.



OUR OBJECTIVES IN PURSUING THESE GOALS



SAFETY & SECURITY

A transportation system for which safety and security are maximized for people and goods across all uses and modes.

OBJECTIVES

1. Ensure that investments in transportation assets enhance the safety and security of passengers and freight systems.
2. Prioritize safe streets, intersections, railroad grade crossings and shared-use right-of-ways, and establish road safety initiatives that follow a Safe System approach.
3. Coordinate safety management, training, and safety education for all who share our streets across jurisdictional borders.
4. Improve operational safety and security, incorporating the changing nature of transportation and technology so that transportation facilities safely accommodate all travelers.
5. Strengthen connected vehicle programs and policies, champion driver assist programs and other technologies that contribute to overall system and individual user safety.
6. Improve in-person and automated safety enforcement procedures.
7. Prioritize the safety of transportation system operators, workers, and contractors through planning and coordinated management of work zones.



INFRASTRUCTURE

A transportation system for which infrastructure is maintained and improved in a sustainable manner.

OBJECTIVES

1. Maximize environmental/fiscal sustainability and minimize carbon intensity when maintaining, improving, modernizing, and/or replacing transportation infrastructure.
2. Reimagine and repurpose the assets that comprise the region's transportation infrastructure to reconnect communities and improve accessibility across all modes.
3. Rebuild, replace, and/or modernize needed transportation assets for passengers and freight.
4. Invest in the integration of the region's multimodal transit network.
5. Create efficient and environmentally sound freight networks, systems, and facilities.
6. Plan and manage work zones and maintenance and protection of traffic programs to efficiently advance infrastructure upkeep.
7. Plan for the development and use of advanced technologies and materials.



RESILIENCE

A transportation system for which resiliency is supported through mitigating, adapting to, and responding to chronic and acute stresses and disruptions.

OBJECTIVES

1. Protect and fortify major transportation assets.
2. Invest in extreme weather vulnerability analyses and material solutions for transportation assets.
3. Improve regional coordination on emergency and long-term responses to systemwide extreme weather impacts and sea level rise.
4. Enhance the transportation network's resiliency by increasing travel options and redundancies.
5. Collaborate on resiliency projects that have significant transportation implications.
6. Coordinate across jurisdictions to advance resiliency and sustainability.
7. Prioritize resiliency and sustainability in a manner that considers the needs of designated Communities of Concern.
8. Invest in future energy infrastructure to minimize the impact of grid events and supply chain disruptions on the transportation system and its users.
9. Promote resiliency strategies that account for environmental determinants of health and their impact on vulnerable communities.



CONGESTION

A transportation system for which congestion is mitigated through investments and technology, in support of healthier communities, more seamless travel, improved quality of life, and regional economic competitiveness.

OBJECTIVES

1. Sustainably manage current and future demands, with an emphasis on expanding active transportation and transit.
2. Support mobility for all users by encouraging active transportation, micromobility, complete streets, and other strategies.
3. Modernize local freight networks to efficiently plan for growth in the volume of and change in product deliveries.
4. Expand the reach of the system to emerging markets, addressing access to and incentivizing employment, social, and recreational opportunities.
5. Incorporate emerging and innovative technologies, transportation services and tools into efficient network design, operations, and monitoring.
6. Coordinate with governing bodies for clearer accountability, funding, and planning arrangements.



LAND USE

A transportation system for which land use decisions are encouraged in support of strategic transportation enhancements and improving modal choices.

OBJECTIVES

1. Encourage transit-oriented development as well as parking, curb and property management, micromobility pathways, and other long-term sustainable land use strategies that support passenger and goods movement while reducing pollution.
2. Encourage strategic distribution of growth throughout the region by prioritizing density over less dense development near transit, and by prioritizing transit investments where development is occurring.
3. Help create/sustain vibrant communities through placemaking.
4. Leverage land use mechanisms to improve access to destinations.
5. Manage the First-Mile, Last-Mile planning process through collaboration with transportation and land use planning officials and affected stakeholders.
6. Consider the impacts that transportation policies and projects will have on land values and proactively mitigate negative effects on existing communities.



FAIRNESS & ACCESS

A transportation system for which fairness in transportation is advanced and access to opportunities is improved for all communities.

OBJECTIVES

1. Improve first- and last-mile access to transit.
2. Improve accessibility to the transportation system for users of all abilities.
3. Provide more frequent and reliable transit service.
4. Strategically expand transportation services and information to enhance mobility in communities with the greatest mobility needs.
5. Improve access to social and economic opportunities for all populations, regardless of age, ability, race, ethnicity, or income.



ENVIRONMENT

A transportation system for which environmental impacts—including harmful air pollutants—are significantly reduced through technology applications, increased use of greener travel options, and improved system efficiency.

OBJECTIVES

1. Support land use sustainability through improved and efficient transportation services and facilities, which enable more efficient land use.
2. Practice environmental stewardship in the maintenance and enhancement of the transportation system.
3. Promote and improve public transportation and active transportation modes, such as walking and cycling, to reduce pollution, improve air quality, and support public health.
4. Support lower- and zero-emission alternatives to current trucking through vehicle technology and greater modal balance.
5. Modernize public vehicle fleets to lower- and zero-emission vehicles and support the conversion of private vehicles.
6. Efficiently manage limited roadway capacity to mitigate congestion and vehicular pollutants.
7. Address the unequal impacts of transportation sector pollution on certain communities.



OUR EXPECTATIONS FOR THE FUTURE

NYMTC's planning area has one of the most complex and highly used transportation networks in the world. On a typical weekday the region's multimodal transportation network handles more than 18 million auto trips and 7 million transit trips. Notably, public transit weekday mode share on this network is the highest of all urbanized areas in the United States. For example, in 2024 annual ridership on the New York City Transit's subways was more than 1.19 billion, MTA bus ridership was more than 409 million, Long Island Rail Road ridership exceeded 75 million trips, and Metro-North Railroad surpassed 65 million trips. About one in every three users of mass transit in the United States, and two of three rail riders, use this system (according to data reported through the Federal Transit Administration, National Transit Database), which is a testament to the scale of the public transit components of the network.

The transportation system includes both the federally supported transportation system and the facilities of five self-financed public authorities with jurisdiction over significant system components that are not considered part of the federally supported system, namely: the Port Authority of New York and New Jersey, the New York State Thruway Authority, the New York State Bridge Authority, MTA Bridges and Tunnels (legally, the Triborough Bridge and Tunnel Authority), and the Nassau County Bridge Authority.

CONTINUED GROWTH

Understanding socioeconomic trends is an essential step to forecasting travel demand and use of the regional transportation system. NYMTC's socioeconomic and demographic forecasts estimate population and employment changes over the planning period for the multistate region (31 total counties including the NYMTC Planning Area and the Mid-Hudson Valley, northern New Jersey, and southwest Connecticut). Any number of changes in this multistate region can impact activity and travel, as well as present a challenge to the regional transportation system and highlight the importance of accommodating future growth while safeguarding the quality of life and health of residents and visitors.

The broad impacts of the COVID-19 pandemic, including supply chain disruptions, widespread adoption of remote and hybrid work schedules, and shifts in housing demand and preferences, along with restrictions on immigration during the COVID-19 pandemic, contributed to a slight decline in population for the NYMTC region, compared to 2019 pre-pandemic figures. Despite this drop in population, much of the forecasting through 2055 assumes that each subregion will recover to its 2019 levels of population and resume some degree of pre-pandemic growth trend established in the late 2010s.

By 2055, the multistate region is expected to be home to a population of 26.1 million people, representing a population gain of 3.1 million over the 2022 base year, and 14.2 million jobs, an increase of 1.8 million jobs from 2022.

The 10-county NYMTC Planning Area is expected to add over 1.6 million residents, 1.1 million jobs, and nearly 800,000 new workers to the labor force from 2022 to 2055.

Table 1 Socioeconomic and Demographic Forecasts for the NYMTC Planning Area

Socioeconomic Data	2022	2055	Percent Change 2022 to 2055
Population	12.67 million	14.33 million	+13.1%
Employment	7.22 million	8.32 million	+15.2%
Civilian Labor	6.63 million	7.39 million	+11.4%
Average Household Size	2.52	2.52	0.0%

Source: NYMTC.

Among the NYMTC subregions, New York City is expected to have the highest growth rate for population and employment, at 14 percent and 17 percent, respectively, and the highest absolute changes for all indicators except average household size. New York City is expected to add 504,000 workers to the civilian labor force, 847,000 jobs, and over 1.1 million people to the population by 2055. While the least populated of the three sub-regions, the Lower Hudson Valley has the highest growth rate in civilian labor force (11.9 percent) and average household size (1.1 percent), its population is expected to grow the slowest at approximately 10 percent. Long Island's average household size remains the highest at 2.97, and the subregion is expected to add 377,000 people to its population, 172,000 jobs, and 167,000 workers to the civilian labor force. For more information on the socioeconomic and demographic forecasts, visit NYMTC's [Moving Forward 2055 Interactive Map](#).

MOVING PEOPLE

Growth in travel is expected to occur through 2055 in the NYMTC planning area across all modes in response to projected economic growth. Total daily trips are forecast to reach approximately 30 million by 2055, an increase of 18 percent from current daily travel. Daily auto trips are expected to grow by 15 percent, while daily transit trips are forecast to grow by 28 percent. Growth in total trips translates to increases in daily vehicle miles of travel (VMT) and vehicle hours of travel (VHT). VMT is expected to increase by 15 percent, consistent with the increase in daily auto trips, while VHT (an indicator of congestion) is expected to increase by 34 percent through 2055.

MOVING GOODS

More than 438 million tons of goods, worth more than \$715 billion, moves into, out of, and through the NYMTC planning area by truck, rail, water, air, and pipeline annually. Most of the goods—43 percent of the total tonnage—are traveling into the region, to residents and businesses within the planning area. Trucks are the primary transportation mode, accounting for 94 percent of regional volume and 96 percent of value. By 2055, the freight tonnage and value are expected to increase by a compound annual growth rate

of 1.1 percent (tonnage) and 1.9 percent (value). While trucks will remain the predominant transportation mode, increases in tonnage of freight traveling by pipeline, air, water, and rail modes are also expected.

TRANSFORMATIONAL CHANGES

The transportation landscape is undergoing changes driven by technological advancements, evolving societal needs, and global trends. The long-term impacts are dependent on assumptions about global and regional changes. These assumptions have the potential to transform the nature and means of travel for people and goods in the multi-state metropolitan region.

Technological Advancements

- » Emerging technologies such as autonomous vehicles, electric vehicles, on-demand and shared services, and intelligent transportation systems will fundamentally alter how people and goods move.

Economic and Land Use Patterns

- » Changing workforce needs and consumers' mobility preferences will affect travel demand, as well as transportation and land use needs.

Environmental Imperatives

- » Extreme weather events, sea level rise, air pollution, and environmental sustainability will drive the adoption of green infrastructure and alternative energy sources.

Demographic Changes

- » Aging populations, migration patterns, growing housing demand, and shifting mode preferences will require adaptable and inclusive land use and transportation solutions.

Policy and Regulatory Evolution

- » The regulatory landscape will need to evolve to accommodate new transportation needs, technologies, and strategies.

Moving Forward 2055 identifies two types of transformative changes—**Trends and Disruptors**:

- » **Trends** are more predictable, follow economic patterns, and impact mobility over longer timeframes. The Plan identified four trends—virtual economy, shared mobility, technological advancements, and distribution innovations and good movements.
- » **Disruptors** are less predictable both in timing and impact, vary in intensity, and can lead to sudden changes in mobility. The Plan identified five disruptors—extreme weather, energy transformation, changing demographics and lifestyles, land use patterns, and cybersecurity.

Transformational changes and the future of mobility will influence *Moving Forward 2055's* strategic framework. Some possible outcomes will influence how NYMTC as an organization and its members seek to fulfill the goals of their Shared Vision for Regional Mobility. Other potential outcomes, such as evolving forms of shared mobility, will affect the way these goals are pursued. *Moving Forward 2055* attempts to lay the groundwork for anticipating these developments and formulating approaches.

OUR RECOMMENDATIONS

Moving Forward 2055 recommends short- and medium-term strategies and actions within the context of the Shared Vision for Regional Mobility. Specifically, the Plan assesses recent trends, current conditions, and existing initiatives for each Vision Goal and corresponding objectives, as a basis for recommended approaches and actions. These recommendations were then developed using a framework informed by the goals and objectives, as well as the guiding principles that are part of the Shared Vision.

SHORT- AND MEDIUM-TERM STRATEGIES AND ACTIONS

The [Code of Federal Regulations](#) governs the development and content of the metropolitan transportation plan and contain the following requirement:

The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

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Following are several categories of short- and medium-range strategies and actions recommended by NYMTC in pursuit of each goal.

- » **Strategies** are plans or approaches designed for the successful execution of objectives. These cover the complete scope of the metropolitan transportation planning process from gathering information and insights through planning and research initiatives, to technical analysis of the system through data collection, forecasting and performance assessment, to organizing findings and tools into new and improved planning process recommendations, which then inform future investment decisions through program recommendations.
- » **Tactics** or **Actions** are small actionable tasks within strategies that will shape NYMTC and regional planning partner implementation.

Additionally, specific projects, programs and studies recommended for funding in the fiscally constrained element of *Moving Forward 2055*, as well as those recommended for future consideration in the speculative vision element of the Plan, appear in Appendix A.

GOAL—SAFETY & SECURITY

PLANNING AND RESEARCH INITIATIVES

- » Assess the Federal Aid roadway system using NYSDOT's Crash Location & Engineering Analysis Repository (CLEAR) and identify safety focus locations.
- » Review security-related funding requirements, programs, and funding sources.
- » The NYMTC Safety Advisory Working Group (SAWG) to develop and recommend a prioritization approach for safe streets, intersections, railroad grade crossings and shared-use right-of-ways, and establish road safety initiatives.
- » Undertake benchmarking research from other regions on safety management, training, education, and enforcement.
- » Undertake benchmarking research from other regions on operational safety and security; connected vehicle programs and policies; and driver assist programs.
- » Gather input from members' operational staff and undertake an operational safety review as a discretionary study.
- » Consider a comprehensive assessment of connected vehicle programs and policies, and driver assist programs based in part on New York City's pilot program.
- » Inventory current and developing technology that can be used to improve safety-related enforcement.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Coordinate safety data collection through the Metropolitan Area Planning MAP Forum (the MAP Forum is a consortium of 10 MPOs and Councils of Government (COG) from Connecticut, New Jersey, New York, and Pennsylvania that have entered into an agreement to better coordinate planning activities in the multistate region).
- » SAWG to develop recommendations on the enhancement of the safety data program.
- » SAWG to develop a research approach to gathering safety input from the public.
- » SAWG to develop recommendations on the collection of grade crossing safety data.
- » Collect operational safety data from all NYMTC members.

PLANNING PROCESS RECOMMENDATIONS

- » SAWG to develop recommendations for considering safety and security in project selection.
- » SAWG to develop a more coordinated process for Highway Safety Improvement Program project selection.
- » SAWG to identify multi-agency safety initiatives.
- » SAWG to identify other relevant safety, security and enforcement agencies, and operational units, to bring into the process.

PROGRAM RECOMMENDATIONS

- » Implement the recommendations of the safety coordination study for the suburban counties and the safety aspects of the transit service coordination study.

GOAL—INFRASTRUCTURE

PLANNING AND RESEARCH INITIATIVES

- » Research new asphalt, tarmac and concrete technologies including less carbon intensive materials.
- » Perform benchmarking research of other reconnecting communities projects across the country (the [Reconnecting Communities Pilot Program](#) was established by the Infrastructure Investment and Jobs Act to advance community-centered transportation connection projects, with a priority for projects that benefit underserved communities).
- » Research techniques and technologies for improving seamless integration between transit services.
- » Research techniques and technologies for improving freight systems efficiency and environmental sustainability.
- » Research techniques and technologies for improving work zone management and maintenance & protection of traffic programs.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Build from existing agency/provider specific condition data sets to compile a central database of infrastructure conditions to use as a basis for system preservation projects.
- » Compile a database of active work zones across all modes in the planning area.

PLANNING PROCESS RECOMMENDATIONS

- » Incorporate environmental/fiscal sustainability considerations into project selection.
- » Identify candidate infrastructure components and communities for repurposing.
- » Consideration of infrastructure conditions by the transportation coordinating committees.
- » Pursue the recommendations of the Transit Service Coordination Needs Assessment.
- » Pursue the recommendations of the Clean Freight Corridors Planning Study and the Regional Waste Movement Study.

PROGRAM RECOMMENDATIONS

- » Continue lifecycle replacement of existing transit fleets with low or zero-emissions vehicles.
- » Support members in competing for available Federal discretionary funding sources to address candidate infrastructure.

- » Maintain system preservation emphasis in project selection for relevant Federal fund sources.
- » Explore additional service integration opportunities through the Transportation System Management and Operations (TSMO) Working Group and Metropolitan Mobility Network.
- » Explore additional freight system integration opportunities through the Program, Finance, and Administration Committee (PFAC) Freight Subcommittee and Multi-State Freight Working Group.

GOAL—RESILIENCE

PLANNING AND RESEARCH INITIATIVES

- » Identify the vulnerable transportation assets across the NYMTC planning area, including within CoC.
- » Benchmarking research on protection/fortification techniques and methodologies.
- » Update previously performed extreme weather vulnerability analyses.
- » Perform a redundancy assessment for the transportation system.
- » Perform an energy vulnerability assessment for the transportation system.
- » Include key vulnerable transit interfaces in the energy vulnerability assessment.
- » Perform an assessment of public health impacts and relevant resilience strategies.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Fully develop the MAP Forum resilience data portal.
- » Update sea level rise and inundation data from the Post-Sandy Study.
- » Assess available data sources and predictive tools.
- » Assess transportation systems to identify primary redundancy needs.

PLANNING PROCESS RECOMMENDATIONS

- » Convene a NYMTC Resiliency Working Group.
- » Pursue multistate coordination through the Multi-State Resilience Working Group.
- » Develop an ongoing risk analysis report for the NYMTC planning area.
- » Plan appropriate public workshops and municipal meetings through the NYMTC Resiliency Working Group and Multi-State Resilience Working Group.
- » Through the Multi-State Resilience Working Group, consider key vulnerable transit interfaces.
- » Address redundancy improvements through the NYMTC Resiliency Working Group and the Multi-State Resilience Working Group.

- » Engage Communities of Concern through the [Thriving Communities Network](#) (TCN supports underserved community organizations through opportunities to participate in local transportation planning and apply for funding that supports community projects).
- » Develop various types of energy investment strategies for transportation.

PROGRAM RECOMMENDATIONS

- » Integrate resilience considerations into the project evaluation/selection process.
- » Program redundancy improvements as appropriate.

GOAL—CONGESTION

PLANNING AND RESEARCH INITIATIVES

- » Explore connected vehicle technologies and determine feasibility of deployment in congested corridors and areas.
- » Monitor critical freight corridors throughout the planning area.
- » Prioritize grade crossing needs in the suburban subareas of the NYMTC planning area.
- » Evaluate employer-based alternative transportation incentive programs.
- » Assess integration of fare/toll payment for all modes of transportation.
- » Assess the impact of micromobility conveyances on existing bicycle lanes and greenways from an efficiency perspective.
- » Identify new mobility technologies and concepts within micromobility, Mobility-as-a-Service (MaaS), Complete Streets.
- » Assess the enhancement of 511NY to a complete MaaS platform.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Monitor the effectiveness of the Central Business District Tolling Program in mitigating traffic congestion over time.
- » Expand the Regional Freight Data portal.
- » Monitor designated critical freight corridors and bottlenecks.
- » Expand the data program to include microtransit and micromobility.

PLANNING PROCESS RECOMMENDATIONS

- » Develop guidance on Complete Streets implementation and curb management.
- » Continue use of the CMP Status Report as a targeting mechanism for the TSMO Working Group.

- » Review Intelligent Transportation Systems (ITS) architectures through the TSMO Working Group.
- » Advance programs and initiatives for the multistate region through the Metropolitan Mobility Network.

PROGRAM RECOMMENDATIONS

- » Initiate micromobility pilots in suburban communities and/or activity centers.
- » Expand off-hours delivery program within and outside of New York City to minimize conflict with high volume hours for passenger vehicle traffic and ped/bike traffic.
- » Implement the recommendations of the Transit Service Coordination Needs Assessment.
- » Seek funding to support Transit Oriented Development, Complete Streets and micromobility.

GOAL—LAND USE

PLANNING AND RESEARCH INITIATIVES

- » Benchmarking research on best practices for aligning land use policies with transportation investments from other metropolitan regions.
- » Identify resources and funding programs available for advancing transit oriented development (TOD) and housing development.
- » Research linkages between transportation investments and services and land values.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Update the regional land use data base.
- » Develop and maintain a repository for county and municipal comprehensive/master plans as input for the regional land use database and for the disaggregated socio- economic/demographic (SED) forecasts.
- » Maintain an inventory of development projects for the three NYMTC subareas.
- » Produce an annual report of TOD project status.
- » Establish Key Performance Indicators that can be used to evaluate TOD progress.
- » Track zoning changes, development trends, and land use patterns in areas along transit corridors.

PLANNING PROCESS RECOMMENDATIONS

- » Through the Community Planning Workshops (CPW) program, engage local communities and other stakeholders to identify potential TOD sites and projects using the Coordinated Development Emphasis Areas (CDEAs) and Housing Growth Areas (HGAs) identified in *Moving Forward 2055* Appendix A as a strategic guide.

- » Use MTA's First Mile Last Mile (FMLM) Toolkit for TOD projects started through the CPW program.
- » Monitor the status and development of the CDEAs and HGAs identified in *Moving Forward 2055* Appendix A through the PFAC Land Use Subcommittee.
- » Expand the PFAC Land Use Subcommittee to include local municipality representatives and mobility service providers.
- » Collaborate with local governments on how transportation systems align with land use decisions.
- » Explore visioning initiatives and Planning & Environmental Linkages studies to explore alternatives for targeted TOD projects.

PROGRAM RECOMMENDATIONS

- » Develop illustrative zoning incentives for higher-density development near transit nodes.
- » Develop placemaking and community design guidance for local municipalities.

GOAL—FAIRNESS & ACCESS

PLANNING AND RESEARCH INITIATIVES

- » Inventory all potential funding sources for first mile/last mile services and for accessibility.
- » Inventory current and developing technology that can be used to improve first- and last-mile service and information and accessibility.
- » Target community planning workshop offerings to key system interfaces established in Transit Service Coordination Needs Assessment.
- » Assess the level of accessibility for all transit services in the planning area.
- » Perform benchmarking research on mobility assessments in peer regions.
- » Develop a mobility index for all communities in the planning area.
- » Assess service levels relative to the identified Communities of Concern.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Annually update data for the Non-Discrimination Index and update Communities of Concern designation and assessment with each new Regional Transportation Plan.
- » Monitor the key system interfaces established through the Transit Service Coordination Needs Assessment.
- » Establish an annual scorecard of the level of accessibility for all transit services in the planning area.
- » Quantify service levels by census tract throughout the planning area.

PLANNING PROCESS RECOMMENDATIONS

- » Plan and implement the service accessibility assessment through the Designated Recipients Working Group.
- » Consider findings of the Transit Service Coordination Needs Assessment at the Transportation Coordinating Committees.

PROGRAM RECOMMENDATIONS

- » Implement recommendations of the Transit Service Coordination Needs Assessment.
- » Continue relevant project selections through the Section 5310 funding program.

GOAL—ENVIRONMENT

PLANNING AND RESEARCH INITIATIVES

- » Identify core markets, emerging markets, activity centers, and underserved communities using the CDEAs, SED forecasts, and Title VI assessment to develop multimodal plans for the identified areas.
- » Identify efficient ways to serve emerging markets and underserved communities, particularly those in areas of low-density development where fixed-route bus service may not be effective.
- » Assess transit service coordination needs across jurisdictions and evaluate intermodal connections.
- » Explore technologies related to environmental stewardship.
- » Develop pilot e-bike incentive programs to lower the cost barrier to e-bike use and ownership.
- » Investigate opportunities for better integrating shared mobility and micromobility in the transportation system.
- » Continue to address congested locations identified by the CMP through planning studies.
- » Identify opportunities for new technology to improve congestion management solutions.
- » Assess the distribution of bicycle lanes, bicycle facilities, and bike sharing opportunities throughout the NYMTC planning area in terms of equity.
- » Explore feasibility and infrastructure needs related to implementing new technologies in communities most impacted by transportation sector pollution.

DATA COLLECTION, FORECASTING, AND PERFORMANCE ASSESSMENT

- » Establish a regionwide active transportation infrastructure inventory.
- » Develop forecasts for active transportation infrastructure preservation.
- » Identify areas to target electrical grid infrastructure upgrades to accommodate future heavy-duty vehicle chargers.
- » Collect data on the number of cleaner fuel vehicles within agency fleets.

- » Encourage sharing of data to better manage truck movements throughout the region.
- » Collect data to track communities with highest concentrations of transportation sector pollution and related impacts, including health-related outcomes.

PLANNING PROCESS RECOMMENDATIONS

- » Use the *Moving Forward 2055* Coordinated Development Emphasis Areas and Housing Growth Areas as a targeting mechanism for a continuing program of community planning activities.
- » Include alternatives to single occupant vehicle trips in the program of community planning activities.
- » Convene interagency workgroups through the Transportation Coordinating Committees to identify and address priority multimodal corridors; including exploring technological options.
- » Develop and adopt environmental stewardship guidelines for project selection.
- » Encourage suburban municipalities to adopt Complete Streets policies to accommodate transit, walking, and biking to reduce vehicle congestion and associated pollution.
- » Continue convening relevant agencies and private-sector interests through the Multi-State Freight Working Group to improve the efficiency of freight delivery.
- » Develop multi-agency approaches for benchmarking and sharing low and zero-emission vehicle specification information for public fleet procurement.
- » Continue and expand a program of information sharing for local municipal vehicle fleets, through existing Clean Cities programs where feasible.

PROGRAM RECOMMENDATIONS

- » Develop an Active Transportation Education Program.
- » Explore reduction of commute times and improve transit speeds in low- and moderate-income communities underserved by transit.
- » Encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments.
- » Develop innovative methods of mitigating impacts of maintaining and/or enhancing the existing transportation infrastructure.
- » Test permeable pavement and concrete; install green infrastructure on streets.
- » Encourage the continued development of pedestrian and cycling facilities throughout the NYMTC region, including the expansion of charging infrastructure for e-bikes and e-scooters.
- » Promote the development of microhubs and freight consolidation centers. Expand cargo-hub programs, and other programs that move truck freight onto other modes of transport, including smaller electrified vehicles and water-based options like barges.
- » Develop fare payment integration mechanisms between shared mobility and public transit services.

- » Increase access and availability of electric vehicle charging stations and other alternative fuels to support clean freight goals.
- » Procure either hybrid or all-electric vehicles and ferries that run with cleaner engines in transit life-cycle replacement programs.
- » Undertake initiatives that encourage use of public transit; encourage seniors to sign up for reduced fare transit services.
- » Continue and enhance model programs for use at developments such as office parks, medical facilities, and college campuses that include emerging and innovative transportation services such as shared mobility and micromobility.
- » Enhance the public visibility of the 511NY service and its various components and its use for mobility-as-a-service.

RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES

Moving Forward 2055 recommends numerous projects, programs, and studies during the planning period, which fall into two distinct categories—**programmed projects** that are in the Plan’s fiscally constrained element, and **aspirational projects**, proposals, and studies that are in the Plan’s vision element. Programmed projects in the fiscally constrained element are sufficiently developed that estimated costs are defined. The aspirational vision projects are those projects, programs, and studies that are relatively undefined and do not have an identified source of funding. Vision projects are often moved into the constrained list of projects in the Plan when they are sufficiently defined. *Moving Forward 2055* [Appendix A](#) presents a master listing of these recommended items. Visit NYMTC’s [Moving Forward 2055 Interactive Map](#) to view the programmed (constrained) and aspirational (vision) list of projects.

OPPORTUNITIES FOR COORDINATION AND INVESTMENT

Moving Forward 2055’s Shared Vision is supported by strategies to further enhance the active transportation, freight, and coordinated human service transportation systems within the NYMTC planning area communities. The following Appendices identify specific action items, strategies, projects, and programs within their respective Plan elements.

- » **Appendix C: Active Transportation Plan:** Includes strategies and an inventory of existing on-road and off-road pedestrian, bicycle, and micromobility facilities.
- » **Appendix D: Regional Freight Plan:** Identifies freight-related needs, issues, and recommendations of both urban and non-urban areas relevant to the Shared Vision and freight-specific action items for inclusion in the projects, programs, and studies recommended by *Moving Forward 2055*.
- » **Appendix E: Coordinated Plan:** Identifies opportunities for coordination and investments across public transit, paratransit, and human service transportation options for specialized transportation service providers in the geographically and demographically diverse areas coordinating the needs and services for older adults and people with disabilities.

OUR PLAN TO PAY FOR OUR PLAN

Moving Forward 2055 estimates that a total of approximately \$1,723 billion in year of expenditure (YOE) dollars will be needed to fund all projects through the Plan's 2055 horizon year. The *Moving Forward 2055* financial chapter is built around the following categories of investment in the region's federally supported transportation system: operations and maintenance, system preservation, and system enhancement.

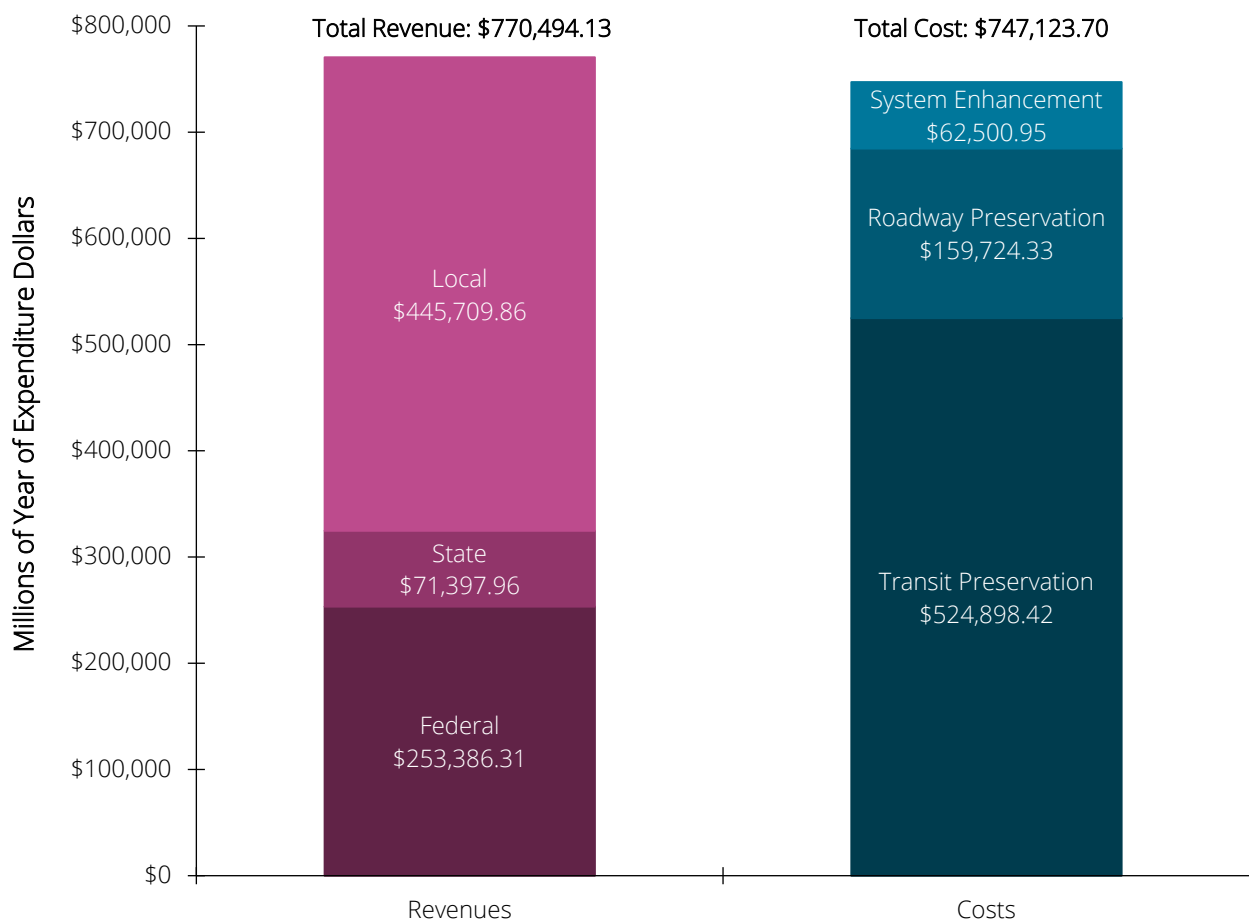
- » **Operations and Maintenance:** More than \$975 billion in YOE dollars (an average of roughly \$33 billion per year) will likely be needed through the 2055 horizon year to operate and maintain the federally supported transportation system. An estimated 89 percent of the NYMTC planning area's forecasted operation and maintenance costs are related to the operation and maintenance of transit services.
- » **System Preservation:** Approximately \$685 billion in YOE dollars (\$23 billion annual average) in system preservation projects and strategies will be needed to maintain all aspects of the federally supported transportation system. Systems preservation is broadly defined as costs related to the life-cycle replacement, refurbishment, rehabilitation, reconditioning, or reconstruction of components of the transportation system.
- » **System Enhancement:** *Moving Forward 2055* recommends system enhancement projects and strategies that total \$63 billion in YOE dollars. System enhancement refers to extensions and/or improvements to the existing transportation system or new segments or services added to the transportation system to improve capacity and/or throughput.

FUNDING THE PLAN

Resources that are reasonably expected to be available from all sources to support *Moving Forward 2055*'s implementation are forecasted through the Plan's 2055 horizon year.

- » **Operations and Maintenance:** A forecast of roughly \$993 billion in YOE dollars, or approximately \$33 billion annually, is expected to be reasonably available through the 2055 horizon year for operating and maintaining the federally supported transportation system.
- » **System Preservation and System Enhancement:** In total, the projects and programs proposed for funding in *Moving Forward 2055* are forecast to cost \$747 billion in YOE dollars (\$25 billion annual average) to preserve and enhance the federally supported transportation system through the planning period. The Plan estimates that \$770 billion from all sources—Federal, state, local and private—are reasonably expected to be available during the planning period, an annual average of \$26 billion.

Figure 2 Revenues versus Costs - System Preservation and System Enhancement of the Federally Supported Transportation System (In Millions of YOE Dollars)



Moving Forward 2055 assumes that the strong Federal partnership that has characterized transportation funding in the NYMTC planning area will continue during the planning period and play a significant role in the preservation and enhancement of the federally supported transportation system. These resources will be leveraged with New York State-authorized revenues, and local revenues are assumed to be available, as necessary, to complement Federal and state funding. NYMTC's members have a longstanding and demonstrated history of providing the non-Federal share necessary to leverage any additional funds that are apportioned/allocated to the region.

However, forecasting costs and revenues over such a long period presents risks for New York State and for NYMTC. *Moving Forward 2055* identifies a number of project-specific Federal, state, and local funding sources among its estimates of available funding. In addition, the Plan identifies various additional financing and funding strategies to potentially offset risks. The availability, adoption, and implementation of these additional funding opportunities are subject to legislative actions at various levels of Government, as well as budgeting and policy decisions. As an organization, NYMTC does not have the statutory authority to adopt or implement these additional funding opportunities as they fall outside the metropolitan transportation planning process.

MANAGING SYSTEM PERFORMANCE

Under Federal metropolitan planning regulations, NYMTC must apply a transportation performance management approach in carrying out its federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation planning and programming in support of national goals for Federal-aid highway and public transportation programs.

Major Parameters of the Federally Supported Transportation System
Over 19,000 lane-miles of Interstates, freeways, parkways, expressways, arterial and collector roadways.
Over 2,400 roadway bridges of all types under the ownership of the state, counties, and local municipalities.
Nearly 480 route miles of commuter rail and 225 route miles of subway tracks in passenger service, plus hundreds of miles of local, express, commuter, and intercity bus routes and an aerial tramway.
An extensive network of passenger hubs, transit stations and stops, bus terminals and subway transfer facilities, ferry landings, and bus stops.
More than 1,300 miles of bicycle facilities, ranging from shared-use bike trails to on-road bike lanes, in addition to pedestrian sidewalks, trails, and paths.
Supporting infrastructure such as rail yards and highway maintenance facilities, highway rest areas, parking lots and garages, bus depots and transit storage yards, bicycle parking areas, toll plazas, signage, signals, electronics, and other equipment.

A System Performance Report is an element of *Moving Forward 2055* (within Chapter 3) that evaluates the condition and performance of the transportation system, sets performance targets, and reports on current progress in meeting the targets. These items are addressed for the following required measures within the NYMTC planning area and apply to specific systems and assets as defined in Chapter 3:

- » Highway Safety Performance
- » Pavement and Bridge Condition Performance
- » System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program Performance
- » Transit Asset Performance
- » Transit Safety Performance

Specific performance metrics also correspond to each of the Vision Goals and are presented in Chapter 4.

PLAN DOCUMENTS

Moving Forward 2055 is organized into chapters and appendices that convey the results of discussions and analyses during the Plan's development.

CHAPTERS

CHAPTER 1: NYMTC'S SHARED VISION FOR REGIONAL MOBILITY

The Vision and Goals, Guiding Principles, and Objectives described in this chapter were employed throughout the *Moving Forward 2055* planning process.

CHAPTER 2: HOW TRANSPORTATION PLANNING HAPPENS

Federal legislation and related planning regulations require MPOs to produce a long-range regional transportation plan, a five-year transportation improvement program, and an annual unified planning work program. This chapter describes those requirements and the regional planning process, partners, and context within which planning occurs.

CHAPTER 3: A CONTEXT FOR OUR PLANNING—SYSTEM PERFORMANCE AND FUTURE NEEDS

This chapter evaluates the condition and performance of the transportation system, sets performance targets, and reports on current progress in meeting the targets. This chapter also includes forecasts of future conditions, needs, and potential transportation improvements, as well as an exploration of transformative changes that may impact the future of transportation, and, therefore, our approach to the strategic framework used to build *Moving Forward 2055*.

CHAPTER 4: WHAT WE PLAN TO DO—PLANS, PROGRAMS, AND PROJECTS

This chapter describes the seven Vision Goals and their objectives in detail. Relevant trends and conditions are analyzed for each goal, and related existing programmatic initiatives are described. Additionally, short- and medium-term strategies and actions for each goal and its objectives are recommended.

CHAPTER 5: THE PLAN TO PAY FOR THE PLAN

Moving Forward 2055 encompasses activities related to the federally supported transportation system, including operations and maintenance of the system; the life-cycle replacement, refurbishment, rehabilitation, reconditioning, or reconstruction of components of the system; and extensions or improvements to the existing transportation system or new segments or services added to the transportation system to improve capacity and throughput. *Moving Forward 2055's* financial chapter describes the estimated costs for these activities and anticipated sources of revenues to cover the costs.

APPENDICES

APPENDIX A: RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES

Moving Forward 2055 recommends numerous projects, programs, and studies for the NYMTC planning area during the 2026–2055 planning period. All projects and studies are listed in this appendix, including maps of the projects and the region’s identified CDEAs and HGAs, in addition to project profiles for Major Metropolitan Transportation Investments (MMTI).

APPENDIX B: SOCIOECONOMIC AND DEMOGRAPHIC (SED) FORECASTS

This appendix presents data and information on a wide range of recent socioeconomic and demographic trends and forecasts over the course of the Plan. SED forecasts have been developed for a 31-county “Forecast region” in the multi-state metropolitan region. Forecasts are provided for the following categories: employment, population, labor force, households, and household size. The forecasts, which are disaggregated geographically into discrete traffic analysis zones, are fundamental inputs to forecasting travel demand within the transportation system, including the future assumptions for the movement of people and goods outlined in Chapter 3.

APPENDIX C: ACTIVE TRANSPORTATION PLAN

The Active Transportation element expands on previous iterations of the RTP’s *Pedestrian-Bicycle Element* to establish a comprehensive Active Transportation Plan. This plan outlines a new framework for supporting active transportation—including bicycling, walking, and micromobility—across the NYMTC planning area in accordance with the *Moving Forward 2055* Shared Vision goals to address specific opportunities and emerging safety concerns. A comprehensive active transportation network includes safe and connected infrastructure, education and encouragement, micromobility, and a prioritized legal framework.

APPENDIX D: REGIONAL FREIGHT PLAN

Commodity flows, which are the movement of all types of goods, shapes the need for and utilization of transportation assets and infrastructure. Commodity flow expectations provide an important framework for the planning of physical, operational, or regulatory improvements. This appendix provides background information on the volume and value, and trends, of commodity flows within, to, and from the NYMTC planning area and the larger area. The area is comprised of 10 regional planning agencies, including NYMTC, in New York, Connecticut, New Jersey, and Pennsylvania. The analysis of commodity flows, in turn, permits evaluations of performance and needs related to multimodal freight networks, facilities, and logistics. The Freight Element presented in this appendix draws from the analysis and evaluations.

APPENDIX E: COORDINATED PUBLIC TRANSIT—HUMAN SERVICES TRANSPORTATION PLAN

The NYMTC planning area features a large, diverse, multimodal transportation landscape that includes several levels of public transit, paratransit, and human service transportation options. The region's geographic and demographic diversity, along with its many transportation services and providers, makes it challenging to coordinate services. The Coordinated Plan reflects changes in the Federal funding program and identifies opportunities for coordination and investment in specialized transportation services throughout the NYMTC planning area. Opportunities focus on the needs of the two target populations: older adults (age 65 and older) and people with disabilities.

APPENDIX F: ENVIRONMENTAL MITIGATION AND NEW CONSULTATION

NYMTC is committed to protecting and enhancing the region's natural resources, promoting energy conservation, improving the quality of life, and promoting consistency between transportation improvements and state and local planned growth. Specific to the development of *Moving Forward 2055*, environmental stewardship and mitigation support the Plan's Shared Vision and Goals, particularly the Plan's goal of reducing environmental impacts. NYMTC continued the consultation process established in *Moving Forward* through researching environmental initiatives in the NYMTC region and partner participation in the various public outreach activities. This outreach identified resource and conservation concerns that informed the development of the Plan.

APPENDIX G: TITLE VI ASSESSMENT

One of NYMTC's guiding principles is to consider the needs of all users in the planning process. Federal mandates emphasize the importance of addressing the disproportionately high and adverse human health or environmental effects on minority and low-income populations through the transportation planning process and require that recipients of Federal aid comply with the policies set forth in Title VI of the Civil Rights Act. The Title VI Assessment ensures compliance with the requirements regarding non-discrimination within the transportation planning and programming process for *Moving Forward 2055*.

APPENDIX H: PUBLIC INVOLVEMENT REPORT

NYMTC developed *Moving Forward 2055* in part through a public involvement effort that engaged various constituencies and key audiences. It gathered input from the public, community-based advocacy groups, Communities of Concern, and other stakeholders, including a Regional Transportation Plan Subcommittee composed of NYMTC planning area agency members. Engagement of communities traditionally underserved was emphasized broadly for outreach efforts. *Moving Forward 2055's* engagement program included a mix of in-person and virtual events spanning New York City, Long Island, and the Lower Hudson Valley, where virtual forms of outreach were undertaken with great care to ensure that diverse and representative input could be obtained. The Public Involvement Report summarizes *Moving Forward 2055's* engagement program efforts and includes a high-level summary of key findings.