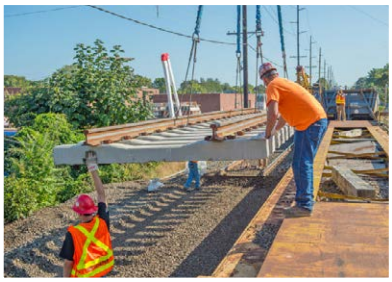
NYMTC
NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Moving Forward

Your Region, Connected



New York Metropolitan Transportation Council

Regional Transportation Plan

Adopted on September 9, 2021

Appendix A

Programs, Projects and Studies
Coordinated Development Emphasis Areas
Major Metropolitan Transportation Investments

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RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES

Moving Forward *(or the Plan) recommends numerous projects, programs, and studies for the New York Metropolitan Transportation Council (NYMTC) planning area during the 2021–2050 planning period. These recommended improvements and actions 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 likely costs and potential funding are defined. The aspirational vision projects are those projects, programs, and studies that are relatively undefined and in almost all cases do not have an identified source of funding. Vision projects are often moved into the constrained Plan when they are sufficiently defined.*

Fiscal constraint is an important federal requirement and threshold in the metropolitan transportation planning process. Fiscal constraint requires that revenues in transportation planning and programming (federal, state, local, and private) are identified and "are reasonably expected to be available" to implement the Plan and the Transportation Improvement Program (TIP), while providing for the operation and maintenance of the existing highway, transit, and non-motorized systems. *Moving Forward's* fiscal constraint is described and established in Chapter 5. When a project is placed in the fiscally constrained element of the Plan, it becomes eligible to receive federal transportation funding for its implementation.

Generally, over time, projects in the Plan's fiscally constrained element move into the TIP, which is a program of prioritized transportation improvements identified by NYMTC members for implementation using federal funding in whole or in part. Projects in the TIP are well defined, with an anticipated schedule and cost of each improvement. Because the TIP represents the first five years of the Plan's long-range planning period, it is consistent with its goals, objectives, and policies. The TIP is the enabling document the makes federal reimbursement of project expenses possible.

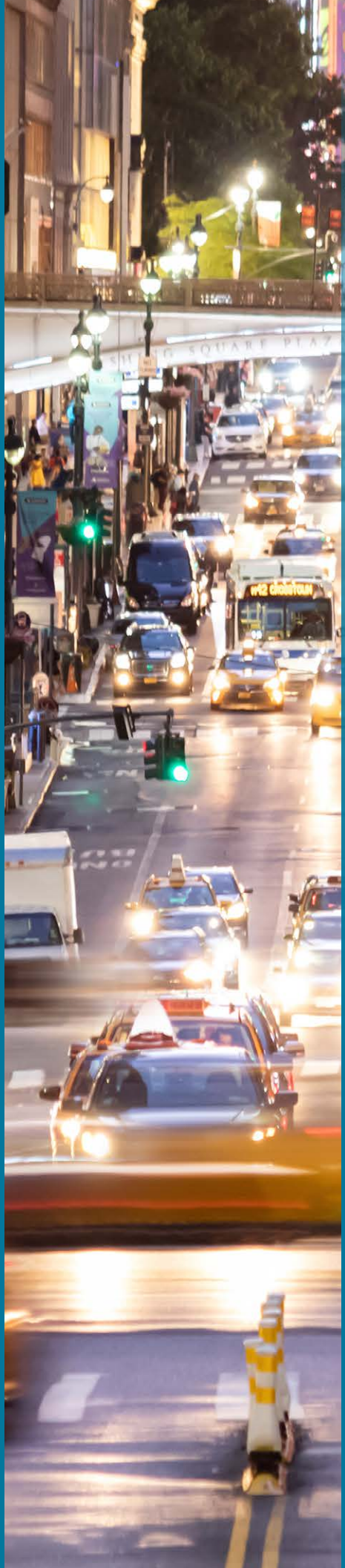
1.1 FISCALLY CONSTRAINED ELEMENT OF MOVING FORWARD

The fiscally constrained element of *Moving Forward* contains projects that are defined in scope and cost, have prospective funding sources identified, and are shown to be within the reasonably expected funding envelope. This financial envelope is defined in Chapter 5 of the Plan and includes various federal, state, and local fund sources that maintain, operate, and improve the transportation system.

All projects in *Moving Forward's* constrained element are considered to be "programmed" and are therefore evaluated for inclusion in the regional mobile source emissions analysis that is part of the Transportation Conformity requirements under the Clean Air Act Amendments of 1990 and the metropolitan planning regulations.

1.2 VISION ELEMENT OF MOVING FORWARD

The vision element of *Moving Forward* includes projects that are conceptual, often without a fully defined scope and estimate of cost. These aspirational improvement concepts may become better defined through the planning process and eventually move into the fiscally constrained element. The vision element of *Moving Forward* also contains recommended studies of different magnitudes that may lead to defined projects, programs of activities, or future policies.



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ABOUT THE MAPS

The maps and lists that follow in this appendix include all recommended roadway, transit, non-motorized and freight projects, programs, and studies by county/borough, with accompanying tables identifying classifications, categories, and work types, where applicable. Some of these items take place in multiple counties/boroughs. In these cases, the portions of these projects, programs, and studies that take place within a given county/borough are represented on the relevant map and identified in the respective tables. Projects that cannot be spatially located are marked in the lists with an asterisk. Also included are forecasted peak traffic congestion maps from the 2021 Congestion Management Process (CMP) Status Report.

Figure A-1

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Bronx

Figure A-2

Projects, Programs, and Studies, Bronx

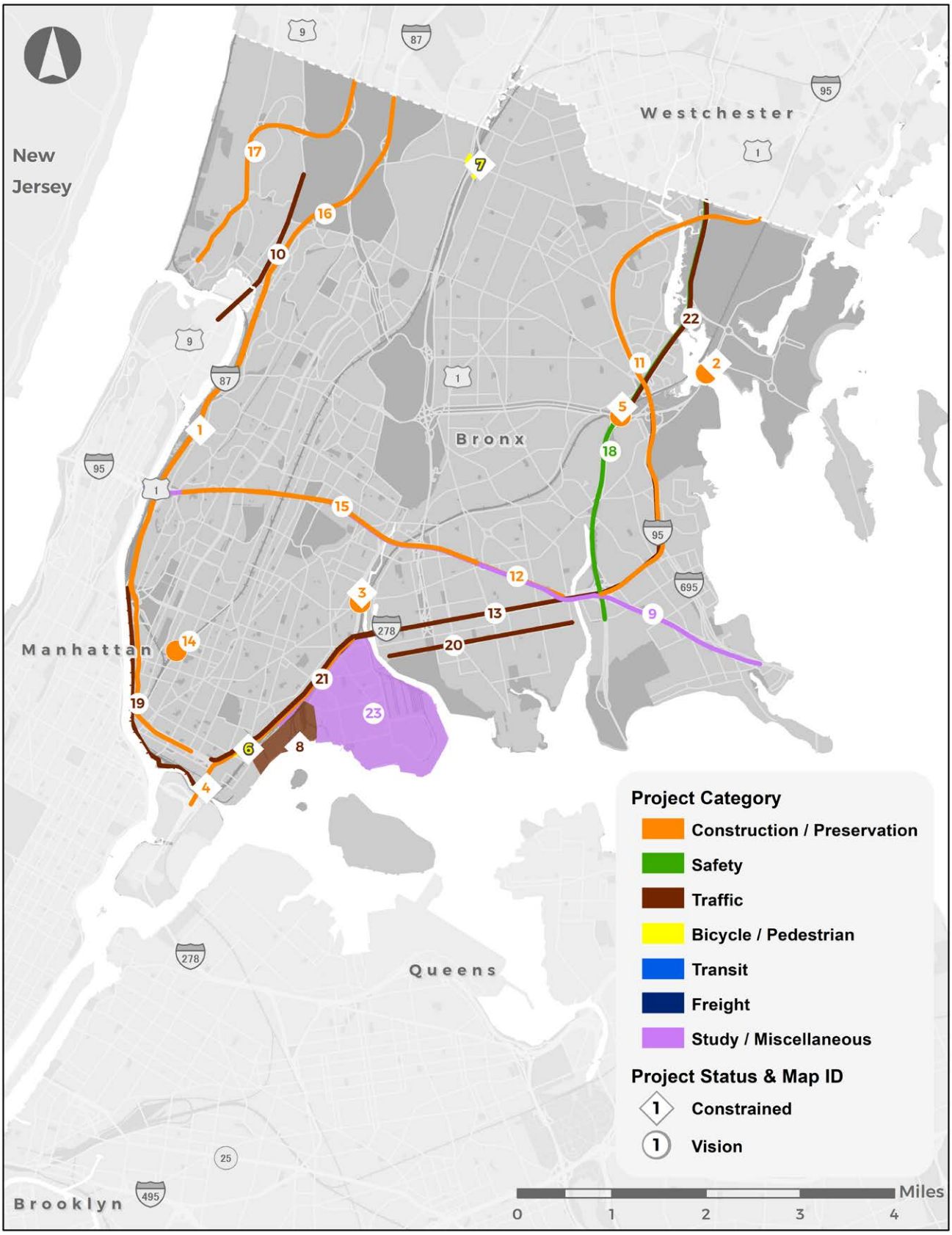


Table A-1

Projects, Programs, and Studies, Bronx
Fiscally Constrained Element, Bronx

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	X72032	NYCBX12C	Rehabilitation / System Preservation	Major Deegan Expressway Bridge Rehabilitation from 160th Street- to 232nd Street: To ensure structural integrity / motorist safety, Bronx County	NYSDOT	2036	$65.00	Exempt
2	X77363	NYCBX28C	Bridge / System Preservation	Rehabilitation of the Shore Road Bridge over Hutchinson River: Complete replacement of moveable bridge, approaches, substructure, structure, including electrical, mechanical and bridge control systems to address structural deficiencies	NYC DOT	2029	$308.73	Exempt
3	X02707	NYCBX31C	Rehabilitation / System Preservation	Rehabilitation of Westchester Avenue Bridge over Sheridan Expressway: To ensure structural integrity and motorist safety, Bronx County	NYSDOT	2030	$35.00	Exempt
4	XM0907	NYCBX1672C	Recondition & Preservation / System Preservation	Painting of Northbound Bruckner Expressway Viaduct and Ramps Between RFK Bridges and Sheridan Expressway	NYSDOT	2029	$26.00	Exempt
5		NYCBX18C	Bridge/System Preservation	Reconstruct Pelham Parkway Bridge over Hutchinson River Parkway (BIN: 2-07584-9)	NYC DOT	2027	$48.52	Exempt
6		NYCBX2363C	Ped-Bike /System Enhancement	South Bronx Greenway (Southern Boulevard to 138th Street)	NYC DOT	2027	$10.99	Exempt
7		NYCBX2542C	Ped-Bike / System Enhancement	Bronx River Greenway 233rd Street Connection	NYC DOT	2027	$3.38	Exempt
8		NYCBX2129C	Mobility	Hunts Point Terminal Freight Rail Modernization	NYCEDC	2025	$31.29	Non-exempt

Vision Element, Bronx

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
9	NYCBX2002V	Study	Cross Bronx Connector Road System	Changing Demand	NYSDOT
10	NYCBX2030V	Mobility	Van Cortlandt Park/Broadway Bridge Connection Bicycle Route Installation Project	Changing Demand	NYCDPR
11	NYCBX2582V	Construction	I-95 (Bruckner Expressway and New England Thruway) Connectivity and Access Improvements	Changing Demand	NYSDOT
12	NYCBX5416V	Construction	Development of a Cross-Bronx Expressway Integrated Corridor Management Program	Reducing Environmental Impact	NYSDOT/ TBD
13	NYCBX5446V	Traffic	Development of a Bruckner Expressway Integrated Corridor Management System	Reducing Environmental Impact	TBD
14	NYCBX7V	Bridge	East 153rd Street Bridge Replacement at Park Avenue	Reliable and Easy Travel	NYC DOT
15	NYCBX43V	Recondition & Preservation	Cross Bronx Expressway Corridor Bridge Rehabilitation	Reliable and Easy Travel	NYSDOT
16	NYCBX47V	Recondition & Preservation	Major Deegan Expressway Corridor Bridge Rehabilitation	Reliable and Easy Travel	NYSDOT
17	NYCBX51V	Rehabilitation	Rehabilitation of Henry Hudson Parkway from Kappock Street to Westchester County Line	Reliable and Easy Travel	NYSDOT
18	NYCBX53V	Safety	Hutchinson River Parkway Safety Improvements (Lafayette Avenue to Westchester County Line) and New Bartow Avenue Exit Ramp	Safety and Security	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
19	NYCBX2034V	Mobility	Harlem River East Shore Greenway (from RFK Bridge to West161st Street)	Changing Demand	NYCDPR
20	NYCBX2031V	Mobility	Pedestrian/Bicycle Access - Lafayette Avenue to Soundview Park	Changing Demand	NYCDPR
21	NYCBX1029V	Mobility	South Bronx Greenway-Bruckner Blvd (132nd Street to Bronx River Avenue)	Changing Demand	NYC DOT
22	NYCBX2691V	Mobility	Hutchinson River Parkway Greenway (Pelham Parkway-Westchester County Line)	Changing Demand	NYCDPR
Freight					
23	NYCBX64V	Miscellaneous	Hunts Point Emphasis Area (Goods Movement, Economic Development, Access and Pedestrian Safety Issues)	Reducing Environmental Impact	NYCEDC; NYC DOT

Figure A-3

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Brooklyn

Figure A-4

Projects, Programs, and Studies, Brooklyn

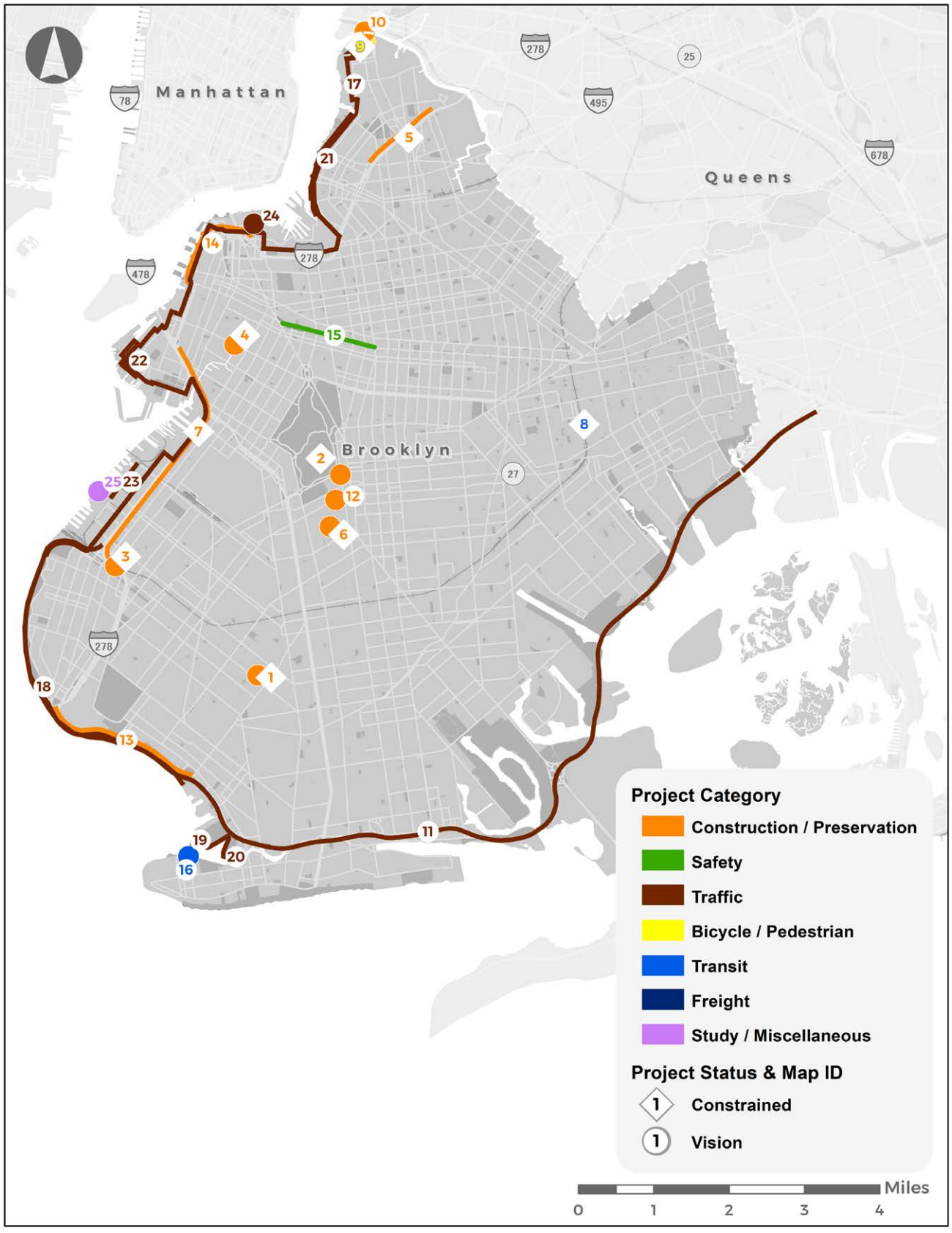


Table A-2

Projects, Programs, and Studies, Brooklyn
Fiscally Constrained Element, Brooklyn

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1		NYCBK100C	Bridge / System Preservation	Reconstruction of 21st Avenue Railroad Bridge at 64th Street (BIN: 2-24382-1)	NYC DOT	2028	$111.40	Exempt
2		NYCBK115C	Bridge / System Preservation	Reconstruction of Parkside Avenue and Ocean Avenue Railroad Bridge (BIN: 2-24302-0)	NYC DOT	2028	$50.64	Exempt
3		NYCBK127C	Bridge / System Preservation	Reconstruction of 5th Avenue Bridge over MTA LIRR and Sea Beach (BIN: 2-243580)	NYC DOT	2026	$73.29	Exempt
4		NYCBK128C	Bridge / System Preservation	Reconstruction of Union Street Bridge over Gowanus Canal (BIN: 2-2240270)	NYC DOT	2029	$110.00	Exempt
5	XM0905	NYCBK1677C	Recondition & Preservation / System Preservation	Painting of Meeker Avenue Viaduct and Ramps	NYSDOT	2028	$24.20	Exempt
6		NYCBK5322C	Bridge / System Preservation	Beverley Road over MTA NYCT (Brighton Line) (BIN: 2-24310)	NYC DOT	2026	$47.70	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
7	X73171	NYCBK5376C	Recondition & Preservation / System Preservation	Gowanus Expressway (I-278) Viaduct Bridges Corrective Repairs and Preventive Maintenance from Hugh L. Carey Tunnel to 65th Street: The work consists of steel repairs to prolong the useful life of the 24 bridges that comprise the viaduct	NYSDOT	2026	$64.25	Exempt
8		NYCBK2486C	Transit / System Preservation	Construct a New Transfer Connection Between Livonia Avenue Station on the Canarsie Line and the Junius Street Station on the New Lots Avenue Line	MTA NYCT	2026	$38.40	Non-exempt
9		NYCBK2530C	Ped-Bike / System Enhancement	Ash Street (Brooklyn Waterfront Greenway)	NYC DOT	2026	$11.97	Exempt

Vision Element, Brooklyn

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
10	NYCBK145V	Bridge	Construct Penny Bridge at Manhattan Avenue/Newtown Creek	Changing Demand	NYC DOT
unmapped	NYCBK160V	Mobility	Traffic Simulation Toolbox	Changing Demand	NYC DOT
unmapped	NYCBK149V	Mobility	Intelligent Transportation System (ITS) Signal Coordination Improvements	Reducing Environmental Impact	NYC DOT
unmapped	NYCBK150V	Mobility	ITS Information and Traffic Management	Reducing Environmental Impact	NYC DOT
unmapped	NYCBK151V	Study	Managed Use Lanes Corridor Study	Reducing Environmental Impact	NYC DOT
11	NYCBK159V	Mobility	Shore Parkway Strategic ITS installation	Reducing Environmental Impact	NYSDOT
12	NYCBK102V	Bridge	Reconstruction of Church Avenue Bridge over Brighton Line at East 18th Street	Reliable and Easy Travel	NYC DOT
13	NYCBK162V	Reconstruction	Shore Parkway Waterfront Greenway (Verrazano Bridge to Bay Parkway): Addition of Amenities	Reliable and Easy Travel	NYCDPR
14	NYCBK2366V	Bridge	Brooklyn Queens Expressway; Atlantic Avenue to Sands Street	Reliable and Easy Travel	NYC DOT
15	NYCBK133V	Safety	Atlantic Avenue Safety Improvements Phase 3 (Fort Greene Place to Bedford Avenue)	Safety and Security	NYC DOT
Transit					
16	NYCBK170V	Transit	Coney Island to South Brooklyn Ferry Service	Reducing Environmental Impact	NYCEDC

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
17	NYCBK876V	Mobility	Brooklyn Waterfront Greenway	Changing Demand	NYC DOT
18	NYCBK2076V	Mobility	Shore Parkway Greenway 69th Street to Bay Parkway	Changing Demand	NYCDPR
19	NYCBK2074V	Mobility	Coney Island Creek Waterfront (Bay 44th Street to Bay 49th Street)	Changing Demand	NYCDPR
20	NYCBK2069V	Mobility	Coney Island Creek Waterfront (Bay 49th Street to Bay 53rd Street)	Changing Demand	NYCDPR
21	NYCBK2531V	Mobility	Kent Avenue Build Out (Brooklyn Waterfront Greenway)	Changing Demand	NYC DOT
22	NYCBK2532V	Mobility	Valentino Pier (Brooklyn Waterfront Greenway)	Changing Demand	NYC DOT
23	NYCBK2704V	Mobility	Bush Terminal Connector (Brooklyn Waterfront Greenway): 1st Avenue (or 2nd Avenue) Between 39th and 51st Streets	Changing Demand	NYC DOT
24	NYCBK2705V	Mobility	DUMBO (Brooklyn Waterfront Greenway)	Changing Demand	NYC DOT
Freight					
25	NYCBK186V	Study	Cross Harbor Goods Movement Program - Tier II Environmental Impact Statement (EIS)	Changing Demand	Port Authority

Figure A-5

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Manhattan

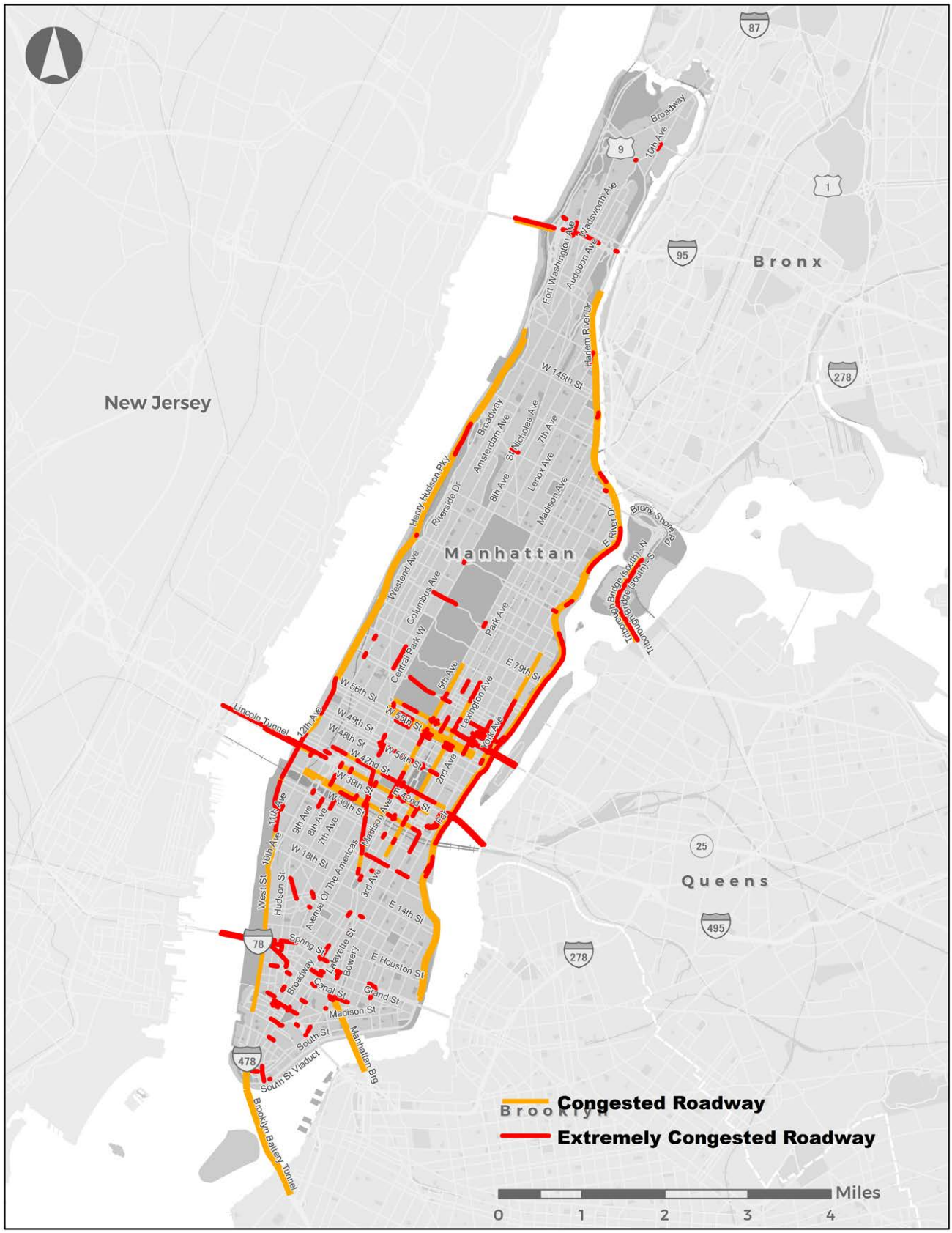


Figure A-6

Projects, Programs, and Studies, Manhattan

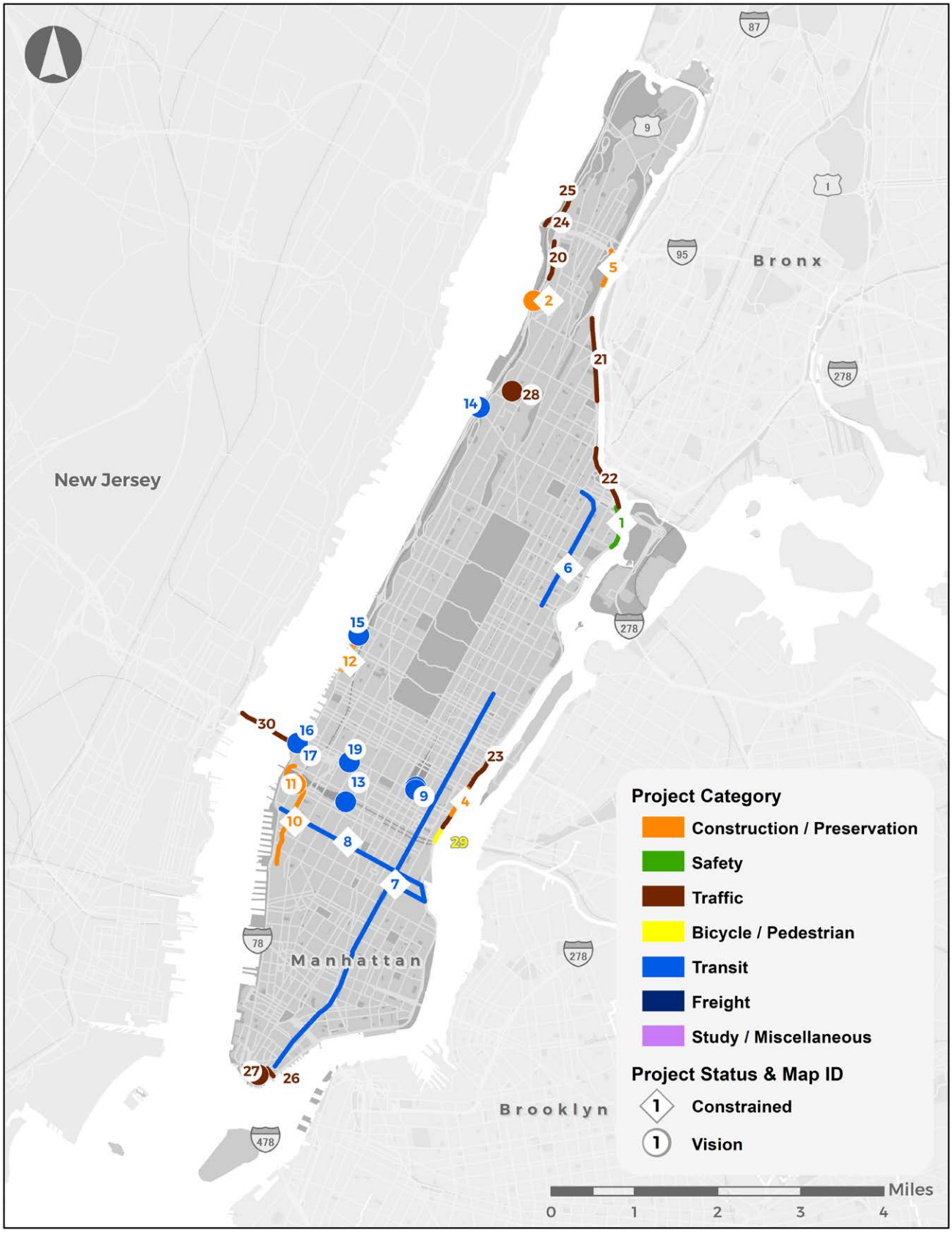


Table A-3

Projects, Programs, and Studies, Manhattan
Fiscally Constrained Element, Manhattan

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	X07147	NYCM249C	Safety / System Enhancement	Southbound Harlem River Drive /FDR Drive Safety and Operational Improvements: East 125th Street to East 116th Street	NYSDOT	2030	$15.00	Exempt
2	X77408	NYCM5326C	Bridge / System Preservation	Ramp to Northbound Henry Hudson Parkway over Amtrak West Side	NYC DOT	2027	$53.55	Exempt
3		NYCM5601C	Bridge / System Preservation	West 44th Street over Amtrak 39th Street Branch	NYC DOT	2025	$9.10	Exempt
4	X07156	NYCM2421C	Bridge / System Preservation	Rehabilitate FDR Drive Northbound from 42nd-49th Streets	NYC DOT	2025	$86.10	Exempt
5	X07157	NYCM5061C	Bridge / System Preservation	Trans-Manhattan Expressway Rehabilitation (Harlem River Drive to George Washington Bridge)	NYC DOT	2031	$427.76	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
6		NYCM2663C	Transit / System Enhancement	MTA NYCT Second Avenue Subway Phase 2 (Lexington/ 125 Street-96 Street)	MTA NYCT	2029	$4,550.00	Non-exempt
7		NYCM2664C	Transit / System Enhancement	MTA NYCT Second Avenue Subway Phases 3 and 4 (72 Street-Hanover Square)	NYCT	2050	$29,929.00	Non-exempt
8		NYCM2360C	Transit / System Enhancement	23rd Street Select Bus Service	NYC DOT	2025	$7.75	Non-exempt
9		NYCM1770C	Transit / System Preservation	Improvement to Circulation Elements on Grand Central Terminal-42 Street Station on Lexington Line	MTA NYCT	2026	$308.48	Exempt
10		NYCM229C	Recondition & Preservation / System Preservation	Rehabilitation of High Line (34th Street to Gansevoort Street)	NYCDPR; NYCEDC	2030	$80.00	Exempt

Vision Projects, Manhattan

MAP ID	Plan Number	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
unmapped	NYCM259V	Mobility	Arterial Operational Improvements in New York City	Changing Demand	NYSDOT
11	NYCM245V	Bridge	Rehabilitation of 11th Avenue over Amtrak 30th Street	Reliable and Easy Travel	NYC DOT
12	NYCM273V	Reconstruction	Miller Highway Relocation	Reliable and Easy Travel	NYSDOT
Transit					
13	NYCM5587V	Transit	Penn Station Expansion and Modernization to Address Future Demand	Changing Demand	MTA
14	NYCM277V	Transit	Ferry Access Planning - 125th Street Area	Changing Demand	NYCEDC
15	NYCM278V	Transit	Ferry Access Planning - West 69th Street Area	Changing Demand	NYCEDC
16	NYCM279V	Transit	Midtown West Intermodal Ferry Terminal Improvements	Changing Demand	NYCEDC
17	NYCM280V	Transit	Pier 79 - Midtown West Intermodal Ferry Improvements	Changing Demand	NYCEDC
18	NYCM1909V	Transit	Grand Central Terminal Station Rehabilitation: Projects to be Identified	Reliable and Easy Travel	MTA MNR
19	NYCM2452V	Transit	Port Authority Bus Terminal Replacement Planning	Reliable and Easy Travel	Port Authority

MAP ID	Plan Number	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
20	NYCM2101V	Mobility	Washington Heights approach to Hudson River Valley Greenway; West 165th Street to West 175th Street	Changing Demand	NYCDPR
21	NYCM2099V	Mobility	Harlem River Esplanade (145th Street Bridge to 162nd Street)	Changing Demand	NYCDPR
22	NYCM2098V	Mobility	Manhattan Waterfront Greenway (East 125th Street to East 135th Street)	Changing Demand	NYCDPR
23	NYCM2095V	Mobility	East Midtown Waterfront Project (East 38th Street to East 54th Street)	Changing Demand	NYCDPR; NYC DOT; NYCEDC
24	NYCM2093V	Mobility	Hudson River Greenway (West 179th Street to West 187th Street)	Changing Demand	NYCDPR
25	NYCM2461V	Mobility	Hudson River Greenway Lighthouse Link (West 180th Street to West 187th Street)	Changing Demand	NYCDPR
26	NYCM2536V	Mobility	Coenties Slip	Changing Demand	NYC DOT
27	NYCM2537V	Mobility	Water Street/ Whitehall Plaza	Changing Demand	NYC DOT
28	NYCM2538V	Mobility	Montefiore Park and Plaza Reconstruction	Changing Demand	NYC DOT
29	NYCM2094V	Ped-Bike	Manhattan Waterfront Greenway (East 34th Street to East 37th Street)	Changing Demand	NYCDPR
Other					
30	NYCMC5598V	Mobility	Lincoln Tunnel North Over Height Vehicle Detection Replacement	Safety and Security	Port Authority

Figure A-7

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Queens

Figure A-8

Projects, Programs, and Studies, Queens

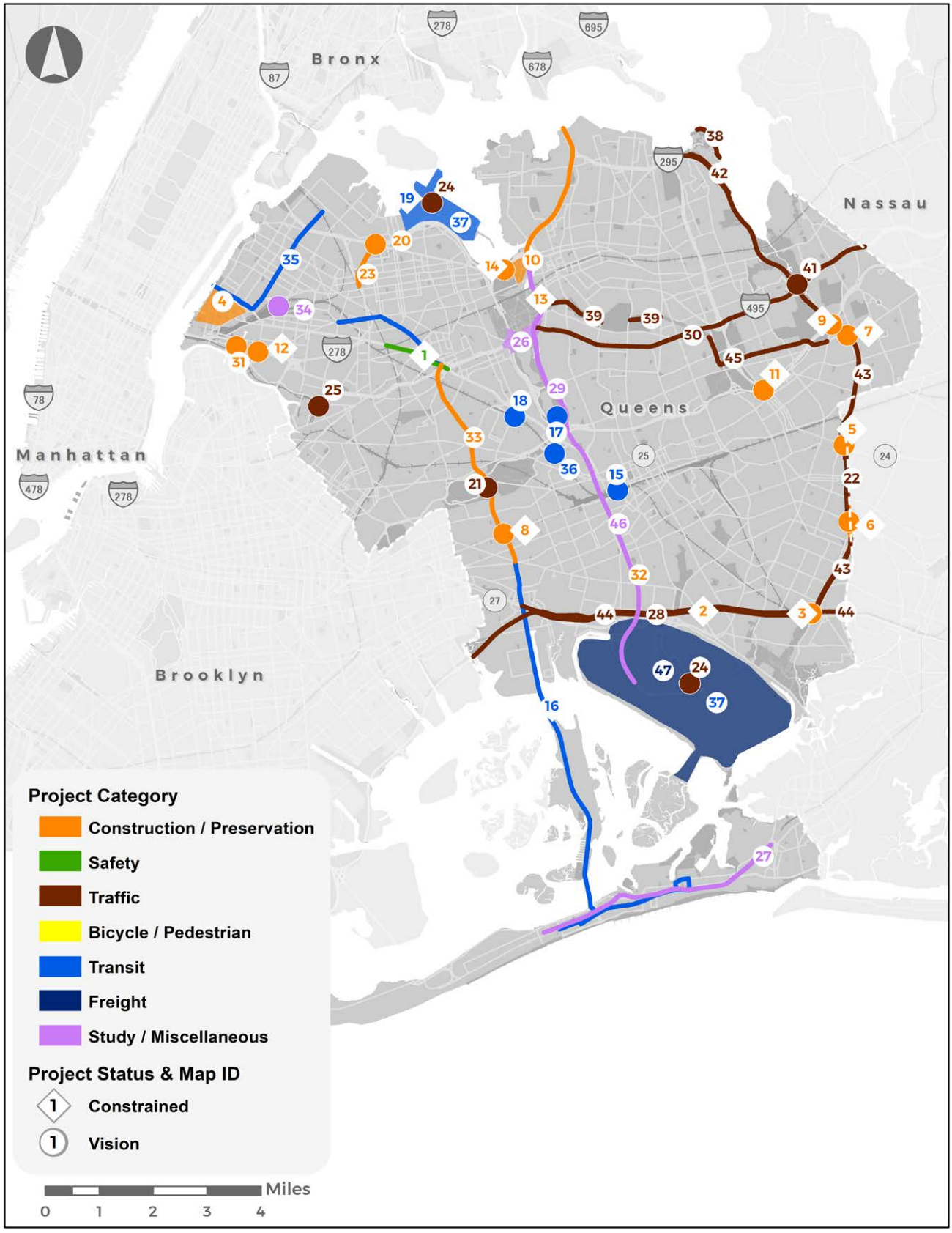


Table A-4

Projects, Programs, and Studies, Queens
Fiscally Constrained Element, Queens

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	X77338	NYCQ2361C	Safety / System Enhancement	Great Streets Vision Zero – Queens Boulevard	NYC DOT	2028	$112.00	Exempt
2		NYCQ330C	Bridge / System Preservation	Reconstruction and Resurfacing of Belt Parkway at Cross Island Parkway over Dutch Broadway to 115 Avenue	NYC DOT	2026	$24.82	Exempt
3		NYCQ331C	Bridge / System Preservation	Reconstruction and Resurfacing of Sunrise Highway Westbound over Belt Parkway Westbound	NYC DOT	2028	$33.30	Exempt
4		NYCQ333C	Reconstruction / System Preservation	Long Island City/ Hunters Point Area-Wide Reconstruction	NYC DOT	2028	$46.67	Exempt
5	X77387	NYCQ339C	Bridge / System Preservation	Reconstruction of Hempstead Avenue Bridge over Cross Island Parkway in Queens	NYC DOT	2029	$117.16	Exempt
6		NYCQ342C	Bridge / System Preservation	Reconstruction of Linden Boulevard Bridge over Cross Island Parkway	NYC DOT	2028	$10.79	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
7		NYCQ348C	Bridge / System Preservation	Reconstruction of Union Turnpike Bridge over Cross Island Parkway in Queens	NYC DOT	2028	$62.31	Exempt
8		NYCQ349C	Bridge / System Preservation	Reconstruction of Woodhaven Boulevard over Atlantic Avenue	NYC DOT	2028	$66.58	Exempt
9	X05159	NYCQ350C	Bridge / System Preservation	Rehabilitation of Grand Central Parkway Bridge over Winchester Boulevard and Ramp H over Cross Island Parkway. This project will extend service life of structures.	NYSDOT	2026	$160.00	Exempt
10	X77044	NYCQ355C	Reconstruction / System Enhancement	Van Wyck Expressway/ Willets Point Ramps	NYCEDC	2030	$59.60	Non-exempt
11	X05158	NYCQ1656C	Rehabilitation / System Preservation	Rehabilitation/Deck Replacement (Clearview Expressway/Grand Central Parkway Interchange): Rehabilitation/deck replacement of seven bridges at the Clearview Expressway/Grand Central Parkway Interchange	NYSDOT	2033	$72.10	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
12	XM0903	NYCQ1696C	Recondition & Preservation / System Preservation	Painting of Queens Midtown Viaduct (Long Island Expressway to Van Dam Street)	NYSDOT	2030	$31.00	Exempt
13	XM0904	NYCQ1697C	Recondition & Preservation / System Preservation	Painting of Van Wyck Expressway Viaduct and Connecting Ramps	NYSDOT	2027	$37.00	Exempt
14	XM1004	NYCQ1698C	Recondition & Preservation / System Preservation	Painting of Various Bridges at Grand Central Parkway/ Van Wyck Expressway Interchange	NYSDOT	2029	$25.51	Exempt
15	L703-04-WU	NYCQ1778C	Track / System Enhancement	Jamaica Capacity Improvements - Phase 2: Full Track and Interlocking, and Signal Upgrades	MTA LIRR	2039	$140.00	Non-exempt
16	X77371	NYCQ386C	Transit / System Enhancement	Woodhaven Select Bus Service	NYC DOT	2029	$236.00	Non-exempt
17		NSQ5243C	Transit / System Preservation	E-Yard Extension (Jamaica)	MTA LIRR	2027	$100.00	Exempt
18		NSQ5244C	Transit / System Preservation	Forest Hills Station Platform Extensions	MTA LIRR	2029	$55.10	Exempt
19	X82329	NYCQ1014C	Transit	Construction of Ferry Landing at LaGuardia Airport	NYC DOT	2026	$48.50	Non-exempt

Vision Element, Queens

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
20	NYCQ2017V	Reconstruction	Brooklyn-Queens Expressway/ Grand Central Parkway Interchange Improvements	Changing Demand	NYSDOT
21	NYCQ2039V	Mobility	Forest Park Yellow Trail Pedestrian Bridge Over Woodhaven Boulevard	Changing Demand	NYCDPR
22	NYCQ2048V	Mobility	Conduit-Laurelton-Southern Cross-Island Greenway (116th Avenue to 113th Avenue) and (107th Avenue to 104th Avenue)	Changing Demand	NYCDPR
23	NYCQ320V	Recondition & Preservation	Brooklyn Queens Expressway/Grand Central Parkway East Leg Interchange Reconstruction	Changing Demand	NYSDOT
24	NYCQ357V	Mobility	Airport Access Improvements (JFK and LaGuardia)	Changing Demand	Port Authority
25	NYCQ2918V	Intersection	Intersection Improvements at Maspeth Avenue and Rust Street	Changing Demand	NYC DOT
26	NYCQ5426V	Study	Long Island Expwy/Van Wyck Expwy/ Grand Central Parkway Interchange Mobility Improvement	Changing Demand	NYSDOT
27	NYCQ2424V	Miscellaneous	Rockaway EL Space Project	Reducing Environmental Impact	NYC DOT
28	NYCQ358V	Mobility	Belt Parkway Corridor ITS Improvement	Reducing Environmental Impact	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
29	NYCQ5428V	Study	Van Wyck Expressway High-Occupancy Vehicle Lanes Extension to Whitestone Expressway and Long Island Expressway	Reducing Environmental Impact	TBD
30	NYCQ5417V	Mobility	Extend the Long Island Expressway High-Occupancy Vehicle Lanes into Queens	Reducing Environmental Impact	NYSDOT
31	NYCQ19V	Bridge	Reconstruction of Borden Avenue Bridge over Dutch Kills	Reliable and Easy Travel	NYC DOT
32	NYCQ2016V	Rehabilitation	Van Wyck Expressway Bridges Rehabilitation	Reliable and Easy Travel	NYSDOT
33	NYCQ2426V	Bridge	Rehabilitation of Woodhaven Boulevard	Reliable and Easy Travel	NYC DOT
Transit					
unmapped	NSQ799V	Track	Jamaica Capacity Improvements - Phases 3-5	Changing Demand	MTA LIRR
34	NSQ2004V	Study	New Sunnyside Station Feasibility Study	Changing Demand	MTA
35	NYCQ2423V	Transit	Expand Astoria Line Capacity	Changing Demand	MTA/ NYCT
36	NSQ377V	Transit	Improve MTA LIRR Operations in Central Queens by Extending the Kew Gardens Station Platforms	Reliable and Easy Travel	MTA LIRR
37	NYCQ5582V	Transit	Purchase Hybrid Buses for On-Airport Services at Kennedy and LaGuardia Airports	Reducing Environmental Impact	TBD
Non-Motorized					
38	NYCQ1037V	Mobility	Fort Totten Waterfront Esplanade	Changing Demand	NYCDPR
39	NYCQ2050V	Mobility	Brooklyn/Queens Greenway - Kissena Park Corridor - (Flushing Meadows Park to Kissena Boulevard and 164th Street to Utopia Parkway)	Changing Demand	NYCDPR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
40	NYCQ2048V	Mobility	Cross Island Greenway (104th Avenue to 116th Avenue)	Changing Demand	NYCDPR
41	NYCQ2463V	Mobility	Alley Pond Park Paths	Changing Demand	NYCDPR
42	NYCQ2467V	Mobility	Joe Michael's Mile (Fort Totten to Marina)	Changing Demand	NYCDPR
43	NYCQ2692V	Mobility	Laurelton/Cross-Island Greenway (Brookville Park-Long Island Sound)	Changing Demand	NYCDPR
44	NYCQ2693V	Mobility	Southern Parkway/Conduit Boulevard Greenway (Shore Parkway Greenway and Cross Bay Boulevard to Nassau County Line)	Changing Demand	NYCDPR
45	NYCQ2694V	Mobility	Alley Pond Pathways and Extension of the Vanderbilt Motor Parkway	Changing Demand	NYCDPR
Freight					
46	NYCQ5583V	Study	In Conjunction with the Van Wyck Expressway Capacity and Access Improvements: Support a diversified program of JFK freight access improvements	Changing Demand	TBD
47	NYCQ5584V	Freight	Develop JFK On-Airport Freight Infrastructure and Logistics Facilities	Reliable and Easy Travel	TBD

Figure A-9

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Staten Isalnd

Figure A-10

Projects, Programs, and Studies, Staten Island

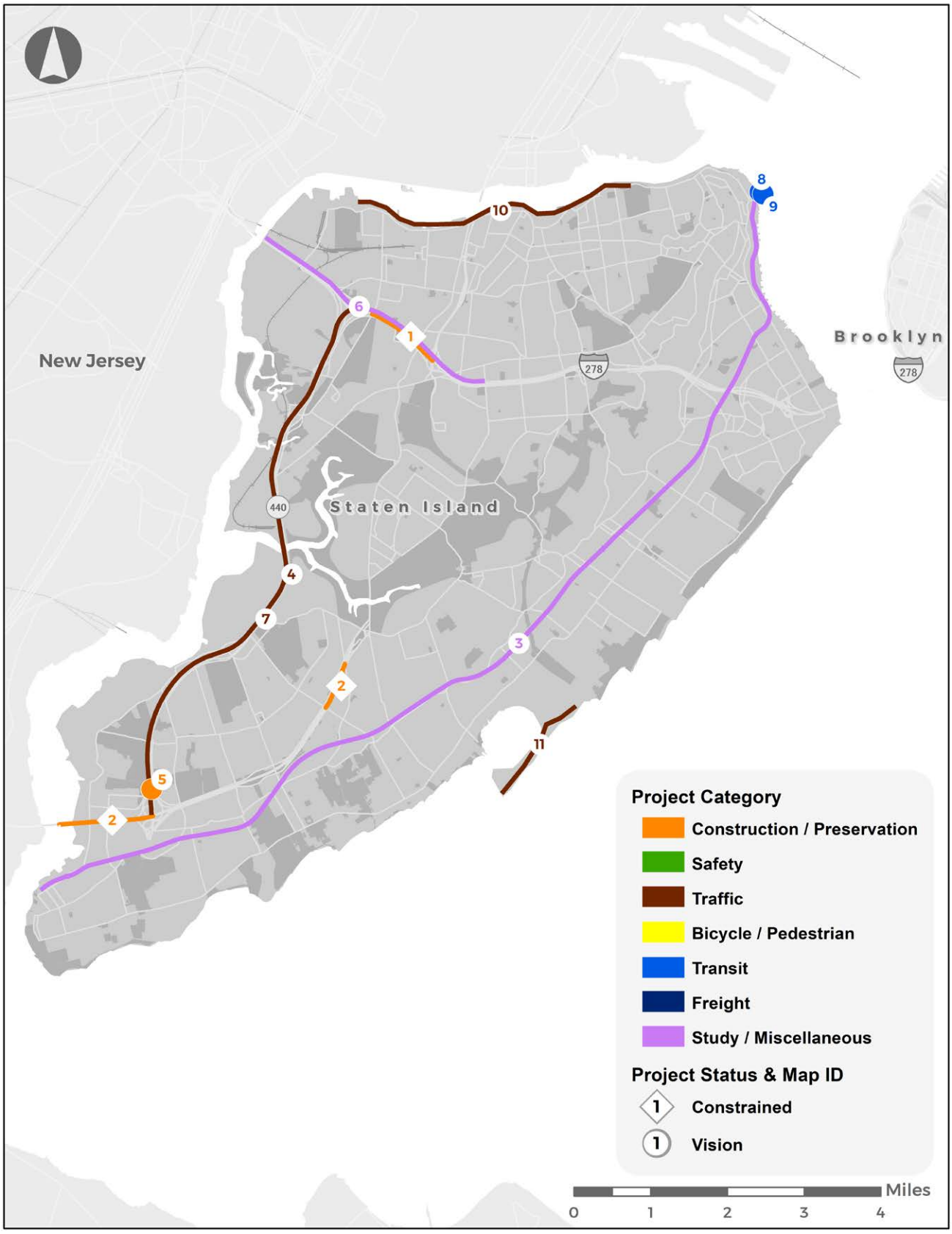


Table A-5

Projects, Programs, and Studies, Staten Island
Fiscally Constrained Element, Staten Island

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	X09626	NYCSI1700C	New Construction & Reconstruction / System Enhancement	Ramp Improvements on Staten Island Expressway: (I-278) Eastbound from South Avenue Exit to the Intersection of Staten Island Expressway and Dr. Martin Luther King Expressway (Route 440N)	NYSDOT	2028	$6.74	Non-exempt
2	X34911	NYCSI447C	New Construction & Reconstruction / System Preservation	Reconstruction of Pavement on Korean War Veterans Parkway (State Route 909c) from Annadale Road to Arden Avenue and the Intersection of State Route 909c/Route 440 (West Shore Expressway) to Outerbridge Crossing to extend service life	NYSDOT	2030	$20.00	Exempt

Vision Element, Staten Island

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
3	NYCSI2005V	Study	MTA Staten Island Railway Corridor Sustainable Development Study	Changing Demand	NYCDCP
4	NYCSI446V	Intersection	Continuous Service Roads, West Shore Expressway to Korean War Veterans Parkway Interchange Ramp	Changing Demand	NYSDOT
5	NYCSI486V	Reconstruction	Southern West Shore Expressway Access Ramps	Changing Demand	NYSDOT
6	NYCSI5427V	Study	Staten Island Expressway High-Occupancy Vehicle Lanes Extension to Goethals Bridge Feasibility Study	Changing Demand	TBD
7	NYCSI5585V	Mobility	Develop a High-Occupancy Vehicle/ Integrated Corridor Management System for the West Shore Expressway Corridor	Reliable and Easy Travel	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Transit					
unmapped	NYCSI2019V	Transit	Staten Island Transit Mobility Improvements	Changing Demand	MTA
unmapped	NYCSI2427V	Transit	Purchase Vessel Passenger Counters	Reliable and Easy Travel	NYC DOT
unmapped	NYCSI2431V	Transit	Vessel Electronic Navigation Upgrades	Reliable and Easy Travel	NYC DOT
8	NYCSI495V	Transit	St. George Terminal Improvements	Reliable and Easy Travel	NYC DOT
unmapped	NYCSI5370V	Transit	Construction of New Ferry Boats	Reliable and Easy Travel	NYC DOT
9	NYCSI5371V	Transit	Construction of Two New Ferry Landings and Modification of Existing Ferry Landing at the St. George Terminal to Accommodate New Staten Island Ferry Boats	Reliable and Easy Travel	NYC DOT
Non-Motorized					
10	NYCSI2065V	Mobility	Staten Island North Shore Rail Trail (Travis Spur to Snug Harbor)	Changing Demand	NYCEDC
11	NYCSI2064V	Mobility	The Beach Phase III (Staten Island Cultural Trail to Great Kills Gateway National Recreation Area)	Changing Demand	NYCDPR
unmapped	NYCSI2468V	Mobility	Fresh Kills Park Greenway	Changing Demand	NYCDPR

Figure A-11

Projects, Programs, and Studies, Multi-Borough/Multi-County

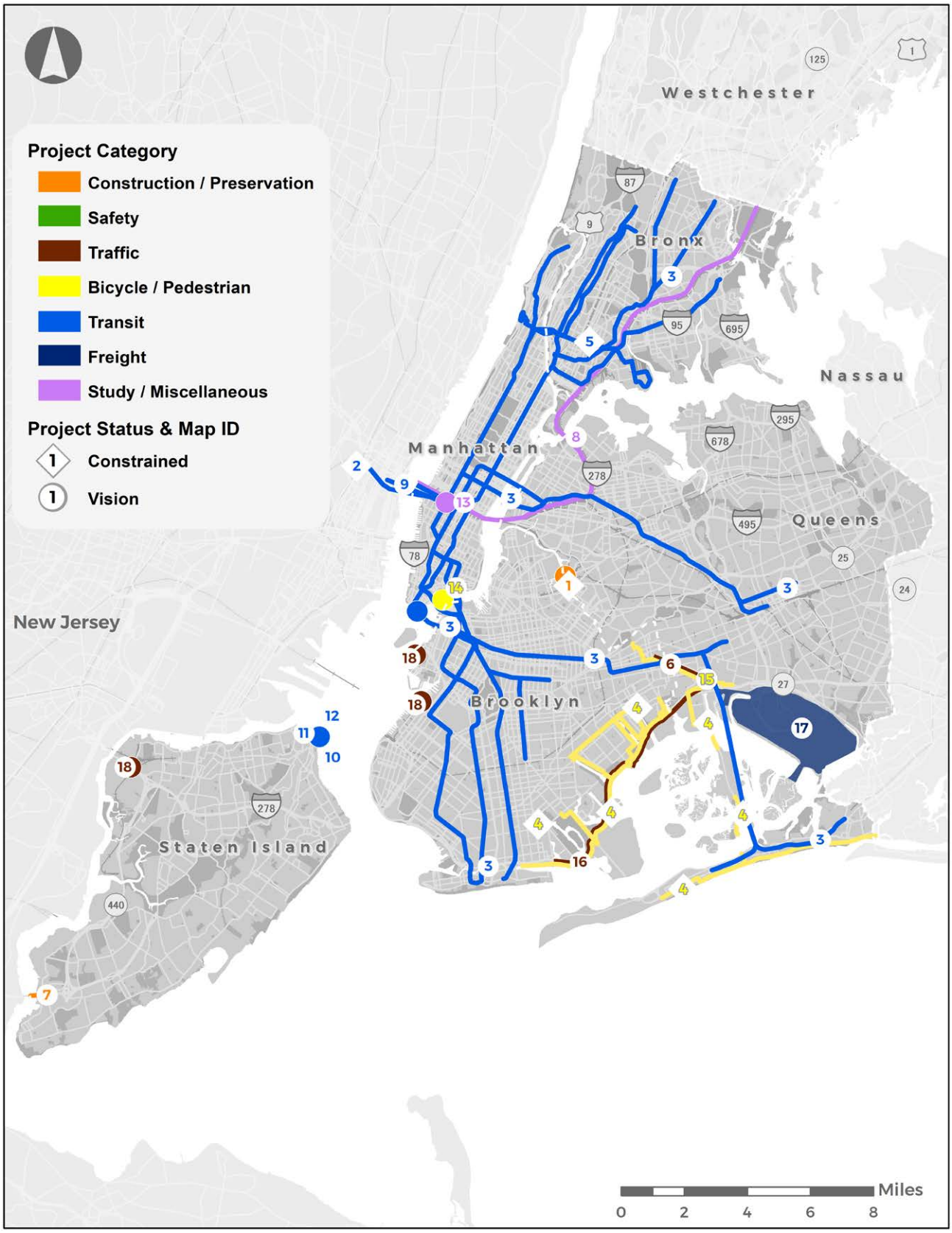


Table A-6

Projects, Programs, and Studies, Multi-Borough/Multi-County
Fiscally Constrained Element, Multi-Borough/Multi-County

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	X72046	NYCMB123C	Bridge / System Preservation	Reconstruction of the Grand Street Bridge over the Newtown Creek: To address structural and geometric deficiencies, provide a structure that meets current standards and establish a state of good repair	NYC DOT	2029	$138.75	Exempt
unmapped		NYCMB517C	Mobility / System Enhancement	Congested Corridor Project-Citywide Implementation	NYC DOT	2029	$15.88	Exempt
unmapped		NYCMB575C	Mobility / System Enhancement	Coordinated Intelligent Transportation System Deployment in New York City (CIDNY)	NYC DOT; NYSDOT	Continuous	$204.32	Exempt
unmapped		NYCMB613C	Transit / System Preservation	MTA Bus Systemwide Upgrade of Depots and Engineering Improvements	MTA NYCT	2026	$439.80	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
2		NYCMC2714C	Transit / System Enhancement	Hudson Tunnel Project: Construction of new Hudson Tunnel, rehabilitation of the existing North River Tunnel and construction of Hudson Yards Concrete Casing	Port Authority	2030	$12,700.00	Non-exempt
unmapped		NYCMB5431C	Transit / System Enhancement	Upgrade Station Circulation to Meet Customer Demand: Upgrading subway station circulation to match current ridership needs including installing low and wide turnstiles	MTA NYCT	2026	$32.7	Exempt
unmapped		NYCMB5127C	Transit / System Preservation	Americans with Disability Act (ADA) Accessibility at Subway Stations: Making subway stations ADA accessible through projects that were identified in the 2020-2024 MTA Capital Program	MTA NYCT	2026	$3,394.28	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped		NYCMB5430C	Transit / System Preservation	New Fare Payment System and Support: Support the roll out of the OMNY fare payment system in an effort to improve customer service and experience	MTA NYCT	2026	$87.60	Exempt
unmapped		NYCMB5429C	Transit / System Preservation	Advanced Technology on Buses: Automatic passenger counter retrofits and digital screen technology to improve customer service	MTA NYCT	2026	$12.00	Exempt
3		NYCMB5605C	Transit / System Enhancement	Signal Modernization on 8th Avenue, Queens Boulevard East, Queens Blvd West, 63rd Street, Astoria, Crosstown, Fulton, Lexington; Related Interlockings	MTA NYCT	2026	$5,465.60	Exempt
4		NYCMB1572C	Ped-Bike / System Enhancement	Jamaica Bay Greenway Non-Motorized and Multimodal Improvements	NYC DOT	2027	$2.5	Exempt
5	X77302	NYCMB5323C	Transit / System Enhancement	South Bronx Select Bus Service	NYC DOT	2026	$48.50	Non-exempt

Vision Projects, Multi-Borough/Multi-County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
unmapped	NYCMB154V	Study	Parking Management Studies	Changing Demand	NYC DOT
6	NYCMB2046V	Mobility	Conduit-Laurelton-Southern Cross-Island Greenway (Liberty Avenue to Cohancy Street)	Changing Demand	NYCDPR
unmapped	NYCMB2384V	Mobility	Harlem River Bridges Access	Changing Demand	NYC DOT
unmapped	NYCMB2469V	Study	Transportation Investments to Support Affordable Housing	Changing Demand	NYCDCP
unmapped	NYCMB2703V	Study	Industrial Business Zone Parking Study	Changing Demand	NYC DOT
unmapped	NYCMB593V	Study	Congested Corridors Project-Citywide	Changing Demand	NYC DOT
unmapped	NYCMB611V	Study	Additional Urban Corridor Planning Studies	Changing Demand	MTA
unmapped	NYCMB2434V	Mobility	Green Cabinet	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB2435V	Mobility	Smart Light Expansion	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB2437V	Mobility	Advanced Traffic Management	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB2441V	Study	Traffic Congestion Reduction Study Citywide	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB586V	Mobility	Installation of Traffic Signals	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB596V	Mobility	Public Plaza Improvements	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB991V	Mobility	Traffic Signal Retiming	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB2397V	Mobility	SmallScale Park & Ride Facilities	Reliable and Easy Travel	NYSDOT
unmapped	NYCMB45V	Bridge	Harlem River Bridges Major Rehabilitation	Reliable and Easy Travel	NYC DOT
unmapped	NYCMB585V	Mobility	GPS-Based Traffic Data Citywide	Reliable and Easy Travel	NYC DOT
unmapped	NYCMB614V	Mobility	Implement in-Vehicle Technology	Safety and Security	NYC DOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
unmapped	NYCMB2433V	Safety	Vision Zero – Citywide Safety and Great Streets Emphasis Areas	Safety and Security	NYC DOT
unmapped	NYCMB2436V	Mobility	Connected Vehicle Expansion	Safety and Security	NYC DOT
unmapped	NYCMB2440V	Study	Transportation Safety Improvements Study Citywide	Safety and Security	NYC DOT
unmapped	NYCMB2591V	Mobility	EL-Space Program Expansion	Safety and Security	NYC DOT
unmapped	NYCMB592V	Traffic	Citywide Traffic Calming	Safety and Security	NYC DOT
unmapped	NYCMB598V	Miscellaneous	Street Lighting Citywide	Safety and Security	NYC DOT
unmapped	NYCMB893V	Mobility	Safe Routes to Transit Citywide	Safety and Security	NYC DOT
7	NYCMC5239V	Bridge	Outerbridge Crossing Replacement	Reliable and Easy Travel	Port Authority
Transit					
8	NYCMB2023V	Study	Advance the Recommendations of the Amtrak Northeast Corridor Futures Study	Changing Demand	AMTRAK
9	NYCMB2022V	Transit	Amtrak Gateway Project	Changing Demand	AMTRAK
unmapped	NYCMB2021V	Transit	Trans-Hudson Bus System Improvements	Changing Demand	Port Authority
unmapped	NYCMB606V	Transit	Maximize Service at Commuter Rail Stations in the Bronx, Queens, and Brooklyn	Changing Demand	MTA LIRR; MTA MNR
unmapped	NYCMB608V	Transit	Implement Intermodal Service from Stations near the New York City line	Changing Demand	MTA LIRR; MTA MNR
unmapped	NYCMB584V	Transit	Better Buses Projects Citywide Implementation	Reducing Environmental Impact	NYC DOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
unmapped	NYCMB587V	Mobility	Transit Signal Prioritization Implementation	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB590V	Mobility	Bus Hot Spots	Reducing Environmental Impact	NYC DOT
10	NYCMB2018V	Transit	Staten Island Ferry Terminals and Vessels	Reliable and Easy Travel	NYC DOT
11	NYCMB2447V	Transit	St. George Terminal and Whitehall Terminal Lower Level Waiting Rooms	Reliable and Easy Travel	NYC DOT
12	NYCMB282V	Transit	St. George and Whitehall Terminal Improvements	Reliable and Easy Travel	NYC DOT
unmapped	NYCMB2921V	Transit	Signal Modernization on Remaining Subway Lines	Reliable and Easy Travel	MTA NYCT
unmapped	NYCMB5432V	Transit	Bus Network Redesign	Reliable and Easy Travel	MTA NYCT
unmapped	NYCMB5586V	Study	Comparative Evaluation of Potential Projects	Reducing Environmental Impact	MTA
13	NSMC5382V	Study	West End Capacity and Infrastructure Improvements Study	Changing Demand	MTA LIRR
unmapped	NYCMB2448V	Transit	Access Control Upgrade: Transportation Worker Identification Credential Readers	Safety and Security	NYC DOT
unmapped	NYCMB591V	Mobility	Bus Stops Under the EL Citywide	Safety and Security	NYC DOT
unmapped	NYCMB612V	Transit	MTA Systemwide Upgrade of Fleet, Passenger Stations, Track, Line Equipment, Line Structures, Signals, Communications, Traction Power, Shops, Yards and Depots	Reliable and Easy Travel	MTA

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
14	NYCMB2590V	Ped-Bike	Brooklyn Bridge Ped-Bike Path Expansion	Changing Demand	NYC DOT
15	NYCMB2046V	Ped-Bike	Conduit Greenway (Jamaica Avenue to Cohancy Street)	Changing Demand	NYCDPR
16	NYCMB2459V	Mobility	Jamaica Bay Greenway/Shore Parkway Greenway Improvements (Knapp Street to Cross Bay Boulevard)	Changing Demand	NYCDPR
unmapped	NYCMB2032V	Ped-Bike	Hudson River Greenway from Inwood Hill Park to the Westchester County Line	Changing Demand	NYCDPR
unmapped	NYCMB2442V	Study	Expansion of Bicycle Lanes and Greenways Study Citywide	Changing Demand	NYC DOT
unmapped	NYCMB2592V	Mobility	Bike Parking Stations	Changing Demand	NYC DOT
unmapped	NYCMB5400V	Mobility	Green Wave Plan Implementation Citywide	Changing Demand	NYC DOT
unmapped	NYCMB5588V	Ped-Bike	Advance the Pedestrian/Bicycle Network Development Programs	Changing Demand	NYC DOT
unmapped	NYCMB2446V	Mobility	Innovative Curb Management Citywide	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB600V	Miscellaneous	Streets as Public Spaces - Citywide	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB5444V	Miscellaneous	Installation of Alternative Fuels Infrastructure	Reducing Environmental Impact	NYC DOT
Freight					
unmapped	NYCMB2564V	Mobility	Expansion of Truck Route Network	Changing Demand	NYC DOT
unmapped	NYCMB5408V	Mobility	Citywide Smart Truck Management Plan Implementation	Changing Demand	NYC DOT
unmapped	NYCMB5403V	Study	Potential for Allowing Commercial Vehicles on Parkways	Changing Demand	NYC DOT
unmapped	NYCMB5406V	Study	Neighborhood Impacts of Last-Mile Distribution Centers in New York City	Changing Demand	NYC DOT
unmapped	NYCMB1768V	Miscellaneous	Expansion of Off-Hour Truck Delivery Program	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB2565V	Miscellaneous	Expansion of New York City Clean Vehicle Program	Reducing Environmental Impact	NYC DOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
17	NYCMB5589V	Freight	Increase Truck Charging at Kennedy Airport and Port Facilities	Reducing Environmental Impact	TBD
18	NYCMB2006V	Mobility	Address Access and Performance Issues for the Howland Hook Marine Terminal, South Brooklyn Marine Terminal, and Red Hook Marine Terminal	Changing Demand	Port Authority
unmapped	NYCMB2566V	Miscellaneous	Expansion of Truck Weigh-in-Motion Program	Reliable and Easy Travel	NYC DOT
unmapped	NYCMC5405V	Mobility	New York City Urban Freight Data Collection Program	Reliable and Easy Travel	NYC DOT
unmapped	NYCMB5407V	Mobility	Neighborhood Loading Zones Citywide Expansion	Reliable and Easy Travel	NYC DOT
unmapped	NYCMB5410V	Safety	Truck Safety Priority Corridors (Vision Zero)	Safety and Security	NYC DOT
unmapped	NYCMB5589V	Safety	Expand and Enhance Truck Obstructed Vision Areas Awareness Education Training	Safety and Security	NYC DOT
unmapped	NYCMB5594V	Freight	Urban Freight Consolidation Hubs - Citywide	Changing Demand	NYC DOT
unmapped	NYCMB5595V	Freight	Commercial Cargo Bikes Program Expansion - Citywide	Reducing Environmental Impact	NYC DOT
unmapped	NYCMB5409V	Study	Evaluate Shared-Use Storage Locke Solutions for Improved Last-Mile Goods Delivery	Changing Demand	NYC DOT
Other					
unmapped	NYCMB2565V	Miscellaneous	Clean Vehicle Expansion Program	Reducing Environmental Impact	NYC DOT

Figure A-12

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Nassau County

Figure A-13

Projects, Programs, and Studies, Nassau County

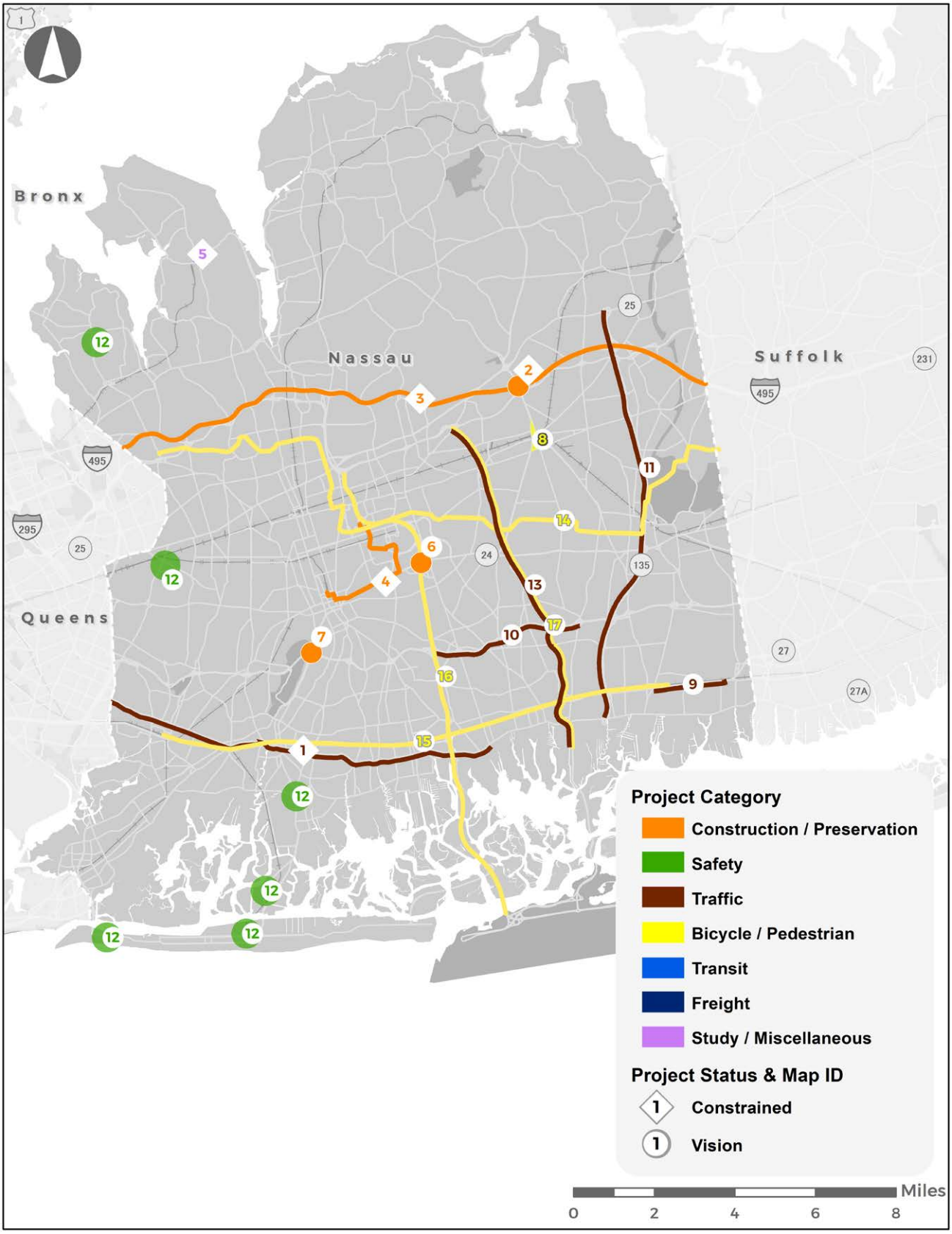


Table A-7

Projects, Programs, and Studies, Nassau County
Fiscally Constrained Element, Nassau County

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	076124	NSNC2410C	Mobility / System Enhancement	Merrick Road Signal Expansion Phase II - Valley Stream to Freeport: Control and optimize signals by the computerized control system and signal head replacement	Nassau	2025	$7.19	Non-exempt
2	015625	NSNC3293C	Bridge / System Preservation	NY107 over I-495 Bridge Replacement	NYSDOT	2031	$24.47	Exempt
unmapped	076164	NSNC4953C	Recondition & Preservation / System Preservation	Nassau County Bridge Rehabilitation Program: Painting and minor rehabilitation of various bridges	Nassau	2025	$8.00	Exempt
unmapped	076165	NSNC4954C	Recondition & Preservation / System Preservation	Nassau County Resurfacing Program: Rehabilitate existing road pavement (locations TBD)	Nassau	2025	$5.00	Exempt
3	0T2373	NSNC1846C	Recondition & Preservation / System Preservation	I-495 Pavement Rehabilitation, Exits 32 to 48	NYSDOT	2026	$16.51	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
4	082498	NSNC1787C	Construction / System Enhancement	Design and Construct a Transit ROW between Hempstead Village and Roosevelt Field via the Nassau Hub, and Purchase Transit Vehicles to Provide a New BRT-Type Service in this Key Corridor in Central Nassau County	Nassau	2035	$400.00	Non-exempt
5	80906	NSNC1860C	Misc.	NY101 (Port Washington Boulevard) Beacon Hill Road to Longview Road: Repair debilitated drainage system and expand existing drainage system to address flooding	NYSDOT	2025	$0.46	Exempt
unmapped	082906	NSNC4588C	Transit / System Enhancement	Management Information System Upgrade for the Nassau Inter-County Express.	NICE	2025	$0.50	Exempt
unmapped	082912	NSNC4948C	Mobility / System Enhancement	Purchase 87 Compressed Natural Gas Buses	NICE	2025	$5.00	Exempt

Vision Element, Nassau County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
unmapped	NSNC623V	Mobility	Expansion of Bicycle Routes/Paths Study: Connecting Key Destinations and Parkway Corridors	Changing Demand	Nassau
unmapped	NSNC624V	Mobility	Study of Parking Supply and Management to Support Local Downtown Revitalization initiatives	Changing Demand	Nassau
6	NSNC626V	Reconstruction	Meadowbrook State Parkway at NY 24: Interchange reconstruction	Changing Demand	NYSDOT
7	NSNC631V	Reconstruction	Southern State Parkway at Peninsula Boulevard: Reconstruct interchanges	Changing Demand	NYSDOT
8	NSNC1994V	Mobility	Advance the Recommendations of the Hicksville Complete Streets Study	Changing Demand	Nassau
9	NSNC629V	Traffic	NY 27 - Central Avenue to Unqua Road: Signal optimization and intersection improvements	Reducing Environmental Impact	NYSDOT
10	NSNC630V	Traffic	Southern State Parkway - Meadowbrook State Parkway to Wantagh Avenue: Operational improvements	Reducing Environmental Impact	NYSDOT
unmapped	NSNC1793V	Traffic	Traffic Signal and Communication Replacement and Expansion Program	Reducing Environmental Impact	Nassau
11	NSNC2697V	Mobility	Seaford-Oyster Bay Expressway (NY 135) ITS (NY25 to Merrick Road)	Reducing Environmental Impact	NYSDOT
unmapped	NSNC1791V	Mobility	Incident Management System	Reliable and Easy Travel	Nassau
unmapped	NSNC1792V	Mobility	Countywide Traffic and Transportation Education Campaign	Reliable and Easy Travel	Nassau
unmapped	NSNC1797V	Study	Climate Change Impacts on County Transportation Assets and Infrastructure	Resiliency	Nassau

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
unmapped	NSNC1794V	Safety	Countywide Sign Inventory	Safety and Security	Nassau
12	NSNC1795V	Safety	Traffic Calming and Safety Improvements	Safety and Security	Nassau
13	NSNC2376V	Mobility	Wantagh Parkway - Cedar Creek Park to Brush Hollow Road	Safety and Security	NYSDOT
Transit					
unmapped	NSNC2378V	Study	Analysis of Suburban Housing and Transportation Trends and Preferences Post COVID	Changing Demand	Nassau
unmapped	NSSC5418V	Study	Assess Opportunities for Enhancing North-South Transit Services	Changing Demand	Nassau
unmapped	NSNC5419V	Mobility	Advance the Recommendations of the Shared Mobility Management Study	Changing Demand	Nassau
Non-Motorized					
unmapped	NSNC1993V	Ped-Bike	Port Washington Peninsula Bicycle Emphasis Area	Changing Demand	Town of North Hempstead
14	NSNC1995V	Ped-Bike	Long Island Motor Parkway Trail	Changing Demand	Nassau County
15	NSNC1997V	Ped-Bike	Sunrise Trail: Valley Stream to Massapequa Park	Changing Demand	NYSDOT
16	NSNC2374V	Ped-Bike	Meadowbrook Parkway Bikeway - Nassau Hub to Jones Beach	Changing Demand	NYSDOT
17	NSNC2376V	Ped-Bike	Wantagh Parkway Bikeway – Cedar Creek Park to Brush Hollow Road	Changing Demand	NYSDOT
Freight					
unmapped	NSNC5420V	Miscellaneous	Develop an Overarching Clean Trucks/Clean Public Fleets Program	Reducing Environmental Impact	Nassau

Figure A-14

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Suffolk County

Figure A-15

Projects, Programs, and Studies, Suffolk County

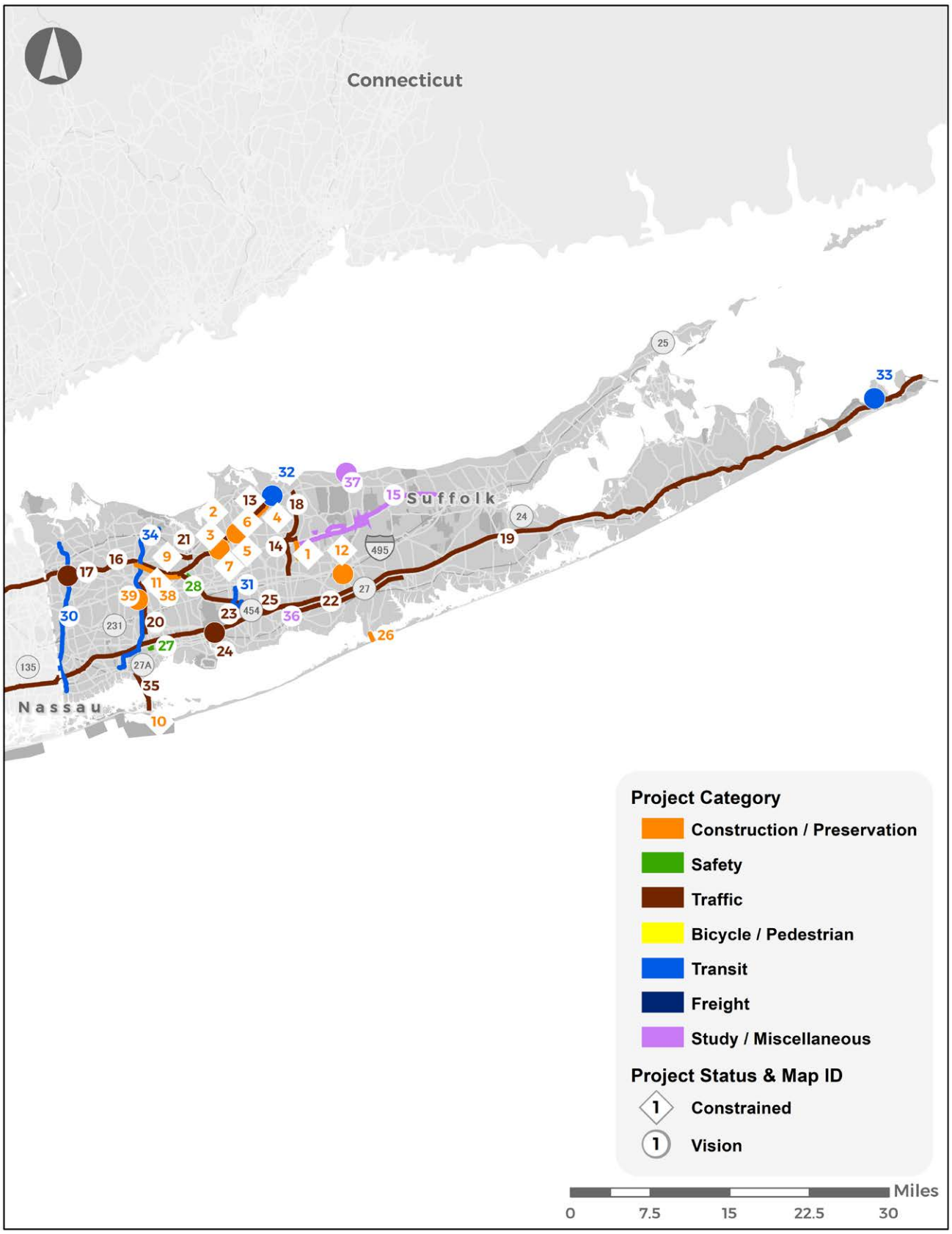


Table A-8

Projects, Programs, and Studies, Suffolk County
Fiscally Constrained Element, Suffolk County

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	001625	NSSC642C	Reconstruction / System Enhancement	NY112 - Granny Rd to NY 25 – Reconstruction: Improve mobility for pedestrians, bicycles, transit users and vehicles	NYSDOT	2025	$60.00	Non-exempt
2	005409	NSSC1597C	Reconstruction / System Enhancement	NY347 Reconstruction Hallock Road to CR97: Improve safety, operation, and mobility for vehicles, pedestrians, bicyclists and transit users	NYSDOT	2026	$72.72	Non-exempt
3	005423	NSSC1598C	Reconstruction / System Enhancement	NY347 Reconstruction - NY25 to Hallock Road: Reconstruct to provide a continuous third travel lane in each direction	NYSDOT	2025	$46.67	Non-exempt
4	0T2155	NSSC1599C	Reconstruction / System Enhancement	NY347 Reconstruction: Old Town Road to NY25A: Improve safety, operation, and mobility for vehicles, pedestrians, bicyclists and transit users	NYSDOT	2027	$86.04	Non-exempt
5	005410	NSSC1600C	Reconstruction / System Enhancement	NY347 Reconstruction - CR97 to Old Town Road: Improve safety, operation, and mobility for vehicles, pedestrians, bicyclists and transit users	NYSDOT	2029	$86.31	Non-exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
6	005412	NSSC646C	Reconstruction / System Enhancement	NY347 over CR97 Interchange Construction	NYSDOT	2030	$107.42	Non-exempt
7	0T2493	NSSC647C	Reconstruction / System Enhancement	NY25 over NY347 Interchange Construction	NYSDOT	2031	$84.78	Non-exempt
8	005411	NSSC1603C	Reconstruction / System Enhancement	NY347 Reconstruction - Old Willets Path to NY454 Split	NYSDOT	2031	$102.03	Non-exempt
9	0T2305	NSSC1604C	Reconstruction / System Enhancement	NY347 Reconstruction - Northern State Parkway to Old Willets Path	NYSDOT	2032	$88.33	Non-exempt
10	001767	NSSC1853C	Bridge / System Preservation	Rehabilitate the Robert Moses Causeway Bridge over Fire Island Inlet: Including spot painting and structural element repairs to maintain structural integrity and safety	NYSDOT	2026	$31.62	Exempt
unmapped	076133	NSSC2519C	Safety / System Preservation	Suffolk County Pavement Marking Replacement Program: Replace ineffective pavement markings to improve safety and mobility (locations TBD)	Suffolk County	2026	$7.20	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	076128	NSSC3349C	Recondition & Preservation / System Preservation	Suffolk County Bridge Preventive Maintenance: Including cyclical cleaning, repainting and corrective repairs as required to extend useful life	Suffolk County	2026	$1.00	Exempt
11	0T2586	NSSC4938C	Recondition & Preservation / System Preservation	Veteran's Memorial Highway (NY454) Pavement Rehabilitation: Milling, concrete and asphalt pavement repairs, single course overlay between Jericho Turnpike (NY25) and Old Willets Path	NYSDOT	2025	$5.80	Exempt
12	L702/04/ UO	NSSC2382C	Reconstruction / System Enhancement	East Yaphank Station Design and Construction: New station will be relocated on the MTA LIRR Ronkonkoma/Greenport Branch	MTA LIRR	2026	$20.00	Exempt
13		NSSC2105C	Mobility / System Enhancement	NY 347 Shared Use Path (Hauppauge to Port Jefferson Station)	NYSDOT	2032	Cost included in project phases	Non-exempt

Vision Element, Suffolk County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
14	NSSC644V	Mobility	NY 25 - CR 83 to Coram Road: Improve mobility for pedestrians, bicycles, and vehicles	Changing Demand	NYSDOT
15	NSSC662V	Miscellaneous	NY 25 - Coram Road to Edwards Avenue Sustainable Development Program	Changing Demand	NYSDOT
16	NSSC672V	Intersection	Glen Cove Road (NY25) to NY 454 Intersection Improvements	Changing Demand	NYSDOT
17	NSSC684V	Intersection	NY25 and NY110 Intersection Improvements	Changing Demand	NYSDOT
18	NSSC1781V	Traffic	CR 83 Reconstruction - Long Island Expressway to NY25A: Add lane capacity	Changing Demand	Suffolk
19	NSSC651V	Mobility	NY 454 and NY 27 ITS	Reducing Environmental Impact	NYSDOT
20	NSSC654V	Traffic	Sagtikos State Parkway Operational Improvements	Reducing Environmental Impact	NYSDOT
21	NSSC663V	Traffic	NY25A: St. Johnland Road to North Country Road Operational Improvements	Reducing Environmental Impact	NYSDOT
22	NSSC665V	Traffic	NY 27 - NY 112 to Wading River Road Operational Improvements	Reducing Environmental Impact	NYSDOT
23	NSSC666V	Traffic	NY 27 - Oakdale Merge Operational Improvements (mainline and ramp)	Reducing Environmental Impact	NYSDOT
24	NSSC667V	Mobility	NY 27 - Oakdale Merge Ramp Metering	Reducing Environmental Impact	NYSDOT
unmapped	NSSC669V	Mobility	Expand Travel Time (ITS) System: All parkways and Long Island Expressway	Reducing Environmental Impact	NYSDOT
unmapped	NSSC673V	Mobility	Various Limited Access Roads: ramp metering	Reducing Environmental Impact	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
25	NSSC674V	Traffic	NY 454 Operational Improvements	Reducing Environmental Impact	NYSDOT
unmapped	NSSC3255V	Miscellaneous	Suffolk County Mobility Plan	Reducing Environmental Impact	Suffolk
26	NSSC660V	Bridge	CR 46 (William Floyd Parkway) over Narrow Bay Bridge Replacement	Reliable and Easy Travel	Suffolk
27	NSSC664V	Safety	NY 27-Exit 43 and Exit 44 Safety/Access Improvements	Safety and Security	NYSDOT
28	NSSC1126V	Safety	NY111 Safety Improvements - Townline Road to NY347	Safety and Security	NYSDOT
29	NSMC4926C	Mobility	I-495 at Crooked Hill Road Interchange Construction Phase II	Changing Demand	NYSDOT
Transit					
unmapped	NSSC679V	Transit	Implement Sustainable East End Development Strategies Study (SEEDS) Transit Recommendations	Changing Demand	NYSDOT
30	NSSC680V	Transit	Connect Long Island: Route 110 Transit Intensive Corridor	Changing Demand	Suffolk
31	NSSC2381V	Transit	MacArthur Airport North Terminal and Plane-to-Train	Changing Demand	Suffolk
unmapped	NSSC5421V	Study	Assess Opportunities for Enhancing North-South Transit Services and for New Bus Rapid Transit Corridors	Changing Demand	Suffolk
unmapped	NSSC5422V	Miscellaneous	Advance the Recommendations of the Micro-Transit Pilot Study	Changing Demand	Suffolk
32	NSSC675V	Shop & Yard	Huntington/Port Jefferson Branch Electric Train Storage Yard	Reliable and Easy Travel	MTA LIRR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
33	NSSC677V	Shop & Yard	Babylon/Montauk Branch Electric Train Storage Yard	Reliable and Easy Travel	MTA LIRR
unmapped	NSSC1916V	Track	Connect Long Island: MTA LIRR Electrification and Double Track Expansions	Reliable and Easy Travel	MTA LIRR
34	NSSC2380V	Transit	Sagtikos Bus Rapid Transit - Kings Park Station to Babylon Station	Reliable and Easy Travel	Suffolk
Non-Motorized					
35	NSSC2379V	Mobility	Robert Moses Causeway Bikeway: Ocean Parkway to Montauk Highway	Changing Demand	NYSDOT
unmapped	NSSC5424V	Ped-Bike	Advance the Implementation of the Bicycle-Pedestrian Master Plan	Changing Demand	Suffolk
36	NSSC681V	Miscellaneous	Pedestrian Emphasis Area - Patchogue	Reducing Environmental Impact	Suffolk
Freight					
37	NSSC2686V	Miscellaneous	Long Island Deepwater Port Feasibility Study (Shoreham)	Changing Demand	NYSDOT
38	NSSC652V	Construction	Long Island Freight Intermodal Rail Facility - Pilgrim State Hospital Site: Construction of highway access	Reliable and Easy Travel	NYSDOT
39	NSSC653V	Construction	Long Island Freight Intermodal Rail Facility - Pilgrim State Hospital Site: Construction of facility	Reliable and Easy Travel	NYSDOT

Figure A-16

Projects, Programs, and Studies, Multi-County, Long Island

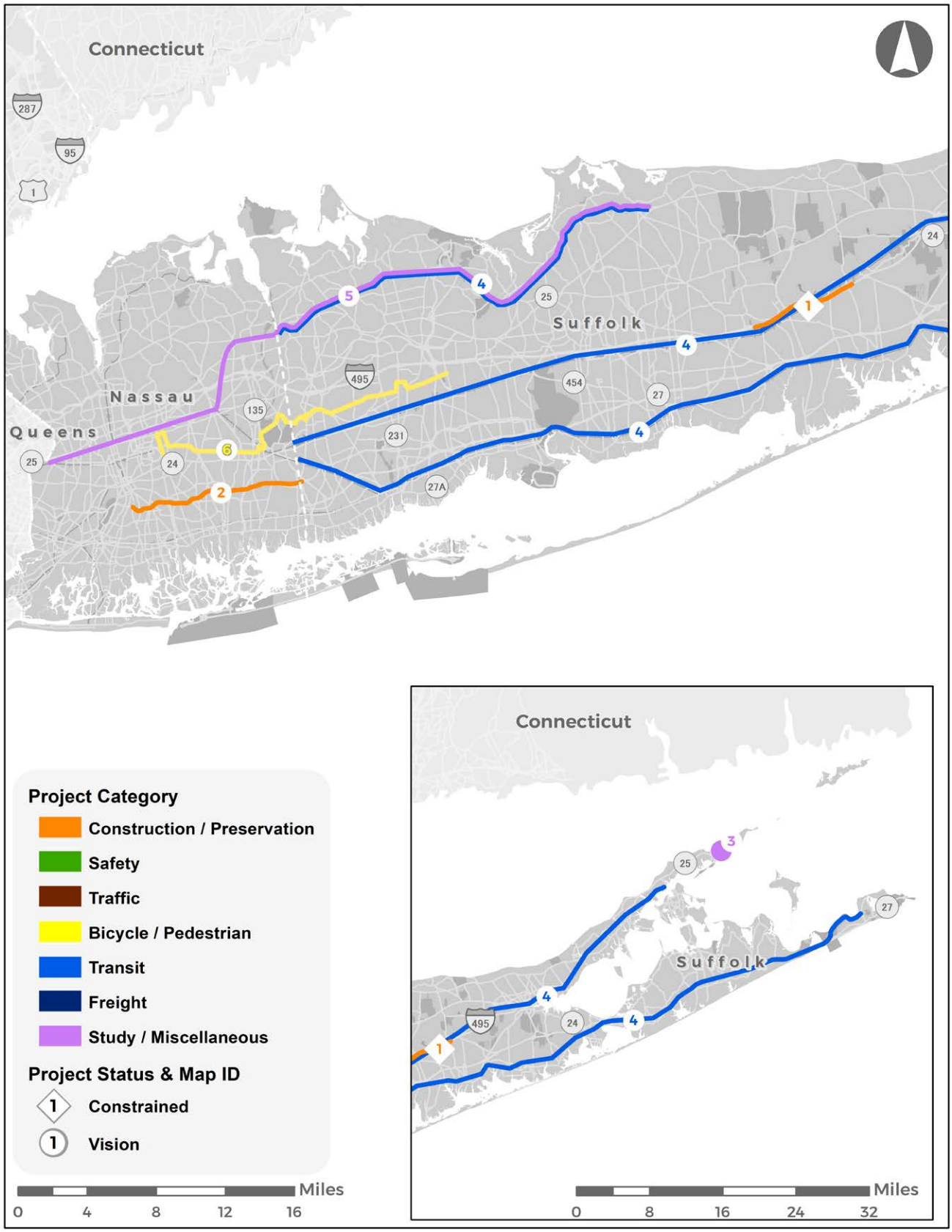


Table A-9

Projects, Programs, and Studies, Multi-County, Long Island
Fiscally Constrained Element, Multi-County, Long Island

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	0T2241	NSMC1905C	Mobility / System Preservation	Inform System Upgrade Phase 2	NYSDOT	2030	$1.23	Exempt
unmapped	0T1474	NSMC1865C	Bridge / System Preservation	Bridge Improvements (locations TBD) on various State Highways and Parkways	NYSDOT	2027	$23.99	Exempt
unmapped	0T2123	NSMC1885C	Bridge / System Preservation	Preventive Maintenance Bridge Repairs (locations TBD) on Various Federal Aid and State Highways and Parkways	NYSDOT	Continuous	$7.36	Exempt
1	0T2202	NSMC1901C	Recondition & Preservation/ System Preservation	Concrete Pavement Repair on I495 Between Exit 67 (Yaphank Avenue) and Exit 69 (Wading River Road), and on NY27 Between CR101 and Horseblock Road	NYSDOT	2025	$3.30	Exempt
unmapped	0T2205	NSMC1902C	Safety / System Preservation	Replace Guide Sign Panels that are Worn, Damaged or Deficient on Various State Highways and Parkways	NYSDOT	2027	$3.56	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	0T2245	NSMC1906C	Safety / System Preservation	I-495 Lighting Replacement (locations TBD)	NYSDOT	2030	$21.79	Exempt
unmapped	0BCL25	NSMC4884C	Bridge / System Preservation	Bridge Cleaning on Various State Highways and Parkways	NYSDOT	Continuous	$6.95	Exempt
unmapped	0BPT25	NSMC4886C	Bridge / System Preservation	Bridge Painting Contract: Bridge painting, cleaning, rust removal and disposal (locations TBD) on various state highways	NYSDOT	Continuous	$23.29	Exempt
unmapped	0DPM24	NSMC4889C	Safety / System Preservation	Durable Pavement Marking: Installation of upgraded or replacement of damaged pavement markings and plowable reflective markers to assure good visibility and promote safe, efficient traffic movement and operation on various federal aid eligible state highways and parkways	NYSDOT	2025	$9.69	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	0SLR25	NSMC4904C	Traffic / System Preservation	Traffic Signal and Lighting Requirements: Replace or upgrade signals and/or appurtenances and install new signals, repair or replace lighting systems and appurtenances	NYSDOT	2025	$0.50	Exempt
unmapped	0T2224	NSMC4927C	Safety / System Preservation	Safety Improvements on Various State Highways (locations and scope TBD)	NYSDOT	2025	$7.80	Exempt
unmapped	0T2225	NSMC4928C	Safety / System Preservation	Safety Improvements on Various State Highways in Nassau and Suffolk Counties (locations and scope TBD)	NYSDOT	2025	$22.88	Exempt
unmapped	0T2230	NSMC4929C	Bridge / System Preservation	Bridge Repairs (locations TBD) on Various State Highways and Parkways	NYSDOT	2025	$0.56	Exempt
unmapped	0BPT24	NSMC4885C	Bridge / System Preservation	Bridge Painting Contract: Bridge painting, cleaning, rust removal and disposal	NYSDOT	Continuous	$328.95	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	0T2379	NSMC4932C	Recondition & Preservation / System Preservation	Asphalt Pavement Rehabilitation on Various State Highways (locations TBD)	NYSDOT	2025	$0.56	Exempt
unmapped	0T2599	NSMC4943C	Bridge / System Preservation	Preventive Maintenance Bridge Repairs (locations TBD) on Various State Highways and Parkways	NYSDOT	2025	$8.40	Exempt
2	43480	NSMC4926C	Recondition & Preservation	Southern State Parkway Pavement Rehabilitation: Milling, concrete and asphalt pavement repairs, single course overlay from Grand Avenue/Baldwin Road to Nassau/Suffolk Line and from Nassau/Suffolk Line to NY110	NYSDOT	2025	$19.66	Exempt

Vision Element, Multi-County, Long Island

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadway					
3	NSMC2685V	Study	Cross Sound Connection	Changing Demand	NYSDOT
unmapped	NSMC1896V	Miscellaneous	Stormwater Run-off Improvements: Improved access to fishing areas, restore wetland areas and clean drainage structures	Resiliency	NYSDOT
Transit					
4	NSMC805V	Stations	Access to LIRR Stations Study	Changing Demand	MTA LIRR; Suffolk County
5	NSMC5390V	Study	Port Jefferson Branch Capacity Study	Changing Demand	MTA LIRR
unmapped	NSMC796V	Comm & Signals	Centralized Traffic Control -Phase I	Reliable and Easy Travel	MTA LIRR
unmapped	NSMC803V	Comm & Signal	Centralized Traffic Control -Phase II & III	Reliable and Easy Travel	MTA LIRR
unmapped	NSMC1777V	Transit	MTA-LIRR Upgrade Penn and System-Wide Stations & Parking, Track & Structures, Communications & Signals, Power, Shops and Yards	Reliable and Easy Travel	MTA/LIRR
unmapped	NSMC5384V	Study	Systemwide Infrastructure Modernization and Capacity Improvements Study	Reliable and Easy Travel	MTA LIRR
unmapped	NSMC5385V	Study	Grade Crossings Elimination Systemwide Study	Safety and Security	MTA LIRR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
unmapped	NSMC5412V	Ped-Bike	Establish Overarching Bicycle Sharing Programs at the County Level	Changing Demand	Suffolk
unmapped	NSMC5414V	Ped-Bike	Advance the Remainder of the Long Island Greenway/Empire Trail Extension	Changing Demand	Suffolk
6	NSMC5415V	Ped-Bike	Long Island Greenway/Empire Trail Extension from Eisenhower Park to Brentwood	Changing Demand	Suffolk
Freight					
unmapped	NSMC5411V	Miscellaneous	Establish County-Level Overarching Clean Trucks/Clean Public Fleets Program	Reducing Environmental Impact	NYSDOT

Figure A-17

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Putnam County

Figure A-18

Projects, Programs, and Studies, Putnam County

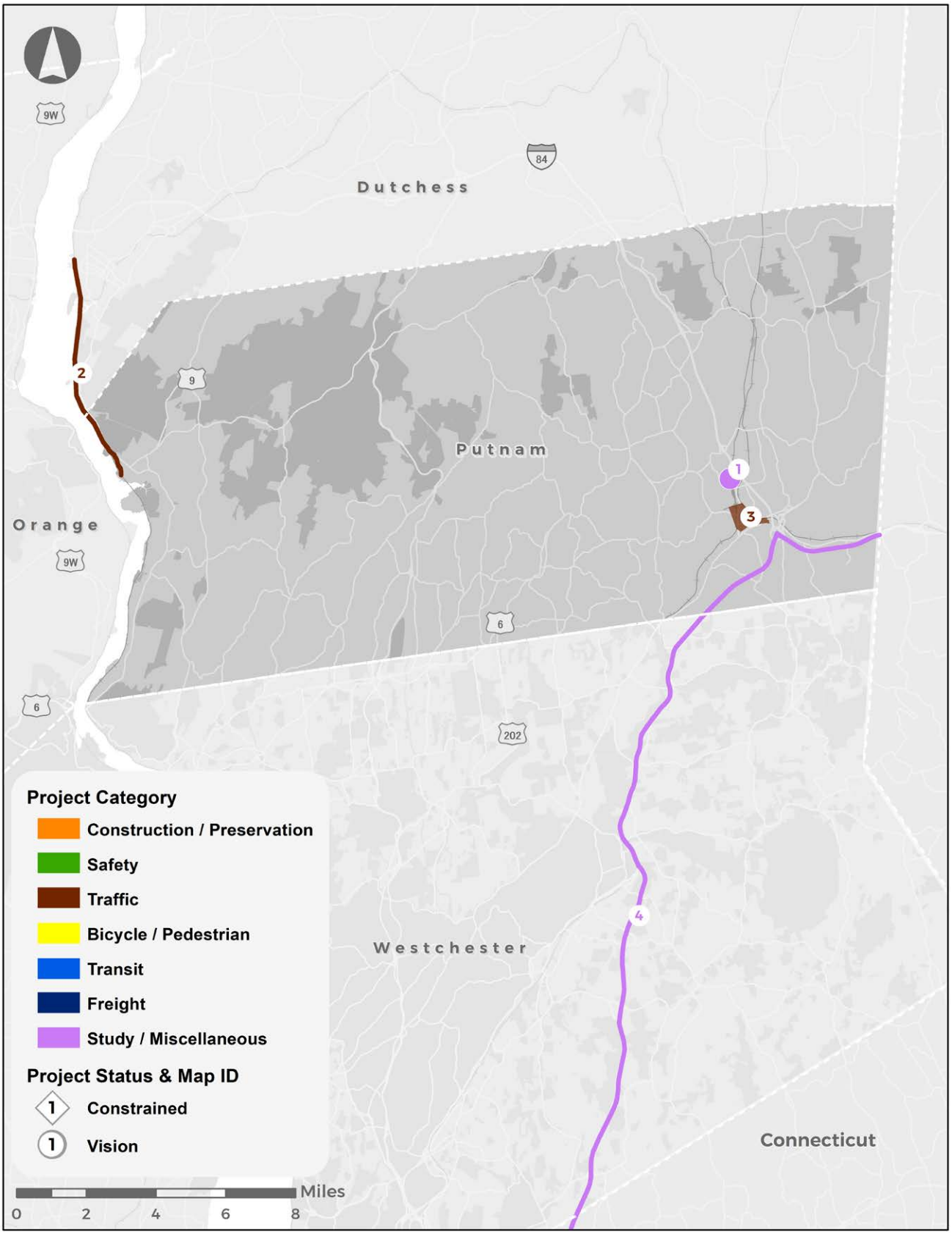


Table A-10

Projects, Programs, and Studies, Putnam County
Fiscally Constrained Element, Putnam County

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	8T0030	MHSMC2562C	Mobility / System Enhancement	ADA Sidewalks and Ramps	NYSDOT	2025	$2.00	Exempt
1		MHSPC5219C	Miscellaneous / System Preservation	Brewster Yard Improvements/ Southeast Station Parking	MTA MNR	2025	$120.00	Exempt
unmapped	8TM066	MHSPC3695C	Transit / System Preservation	Putnam County Bus Purchases: Replace existing trolleys, buses, and paratransit vehicles that have reached the end of their service life	Putnam	2025	$0.04	Exempt
unmapped	881434	MHSMC2562C	Mobility / System Preservation	ADA Sidewalk and Ramps: Build or repair sidewalks and ramps on state highway right-of-way to assure compliance with the ADA	NYSDOT	2025	$2.80	Exempt

Vision Element, Putnam County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
2	MHSPC2119V	Mobility	Hudson Highlands Fjord Trail: From Cold Spring Station to City of Beacon Station	Changing Demand	Local Municipalities
3	MHSPC698V	Mobility	Brewster Village Walkable Community Initiative	Reducing Environmental Impact	Putnam
4	MHSPC5590V	Study	Interstate 684 and Interstate 84 Transportation Corridor Study	Changing Demand	NTSDOT
Transit					
unmapped	MHSPC5396V	Study	Hudson River Waterway Commuter Ferry	Changing Demand	Putnam
Non-Motorized					
unmapped	MHSPC5395V	Mobility	Putnam County Multi-Use Trails/Sidewalk Connectivity Project	Changing Demand	Putnam

Figure A-19

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Rockland County

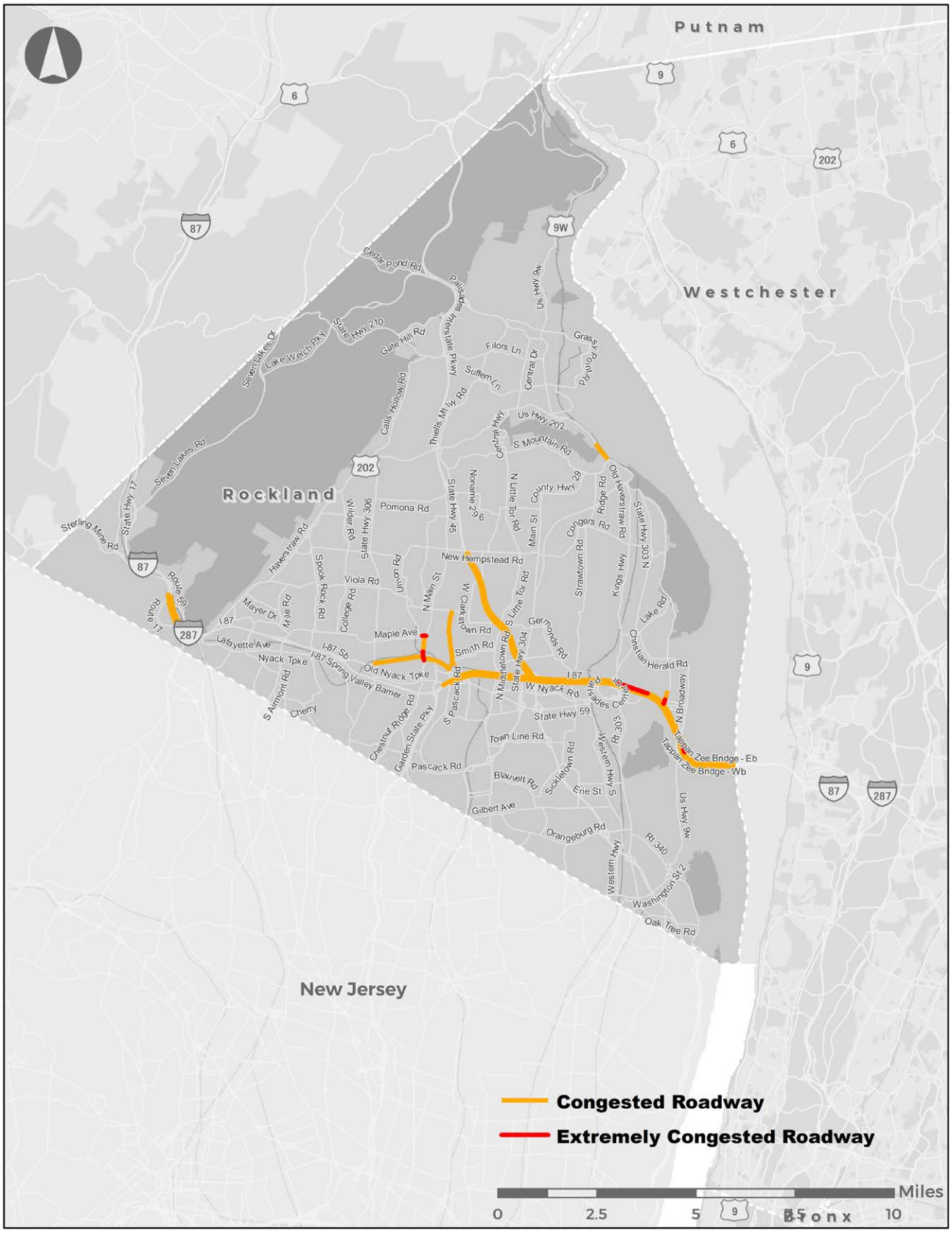


Figure A-20

RTP Projects, Programs, and Studies, Rockland County

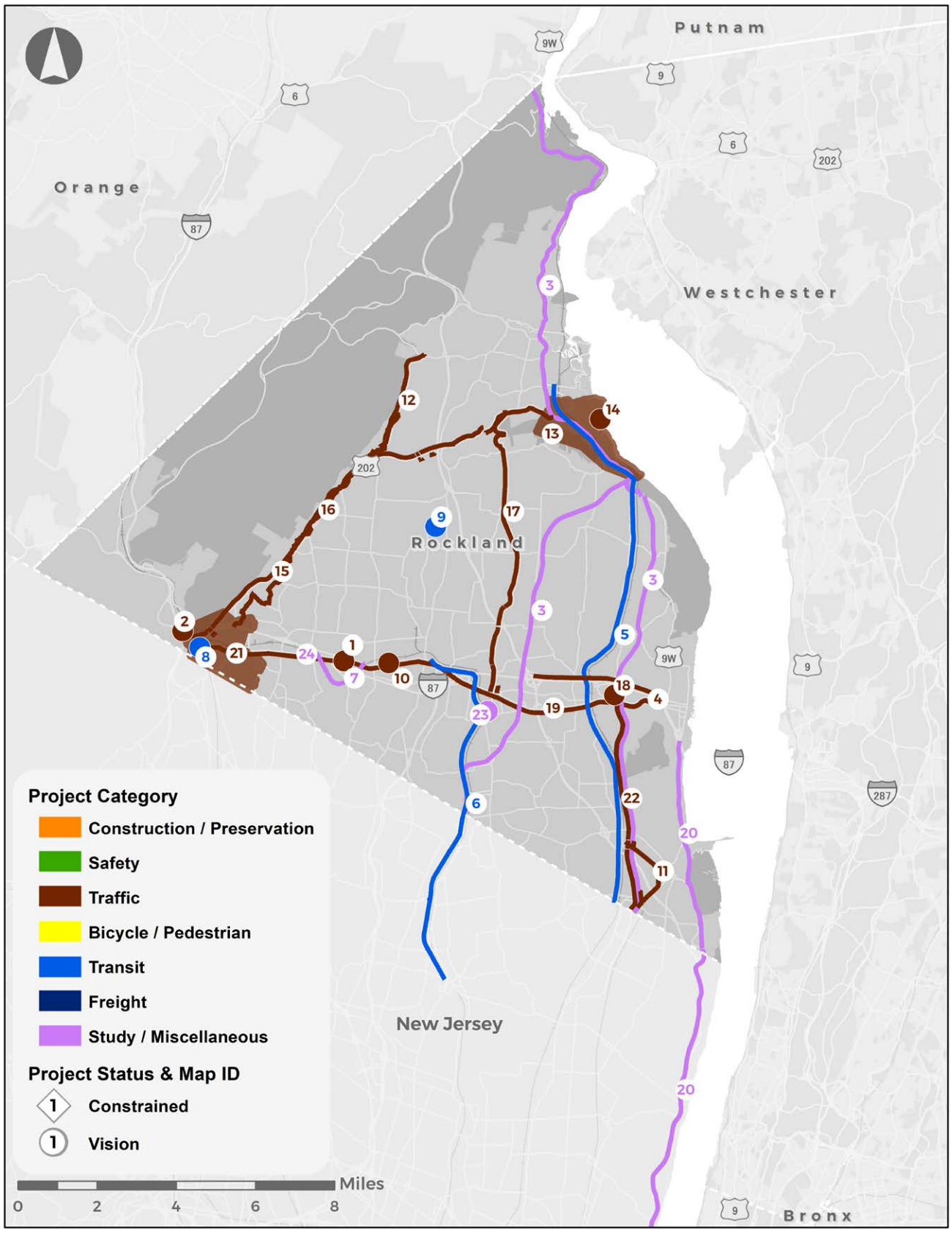


Table A-11

RTP Projects, Programs, and Studies, Rockland County

Vision Element, Rockland County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
1	MHSRC2470V	Intersection	New York State Thruway Exit 14x Feasibility Study	Changing Demand	NYSTA; NYSDOT
2	MHSRC1640V	Mobility	I-287/I-87/Route 17 Interchange Improvements	Changing Demand	NYSDOT; NJDOT; NYSTA; Rockland County; Bergen County
unmapped	MHSRC5394V	Study	Transit-Oriented Development at Various Rail Stations	Changing Demand	Rockland
unmapped	MHSRC712V	Mobility	Countywide Access Management Program	Reducing Environmental Impact	NYSDOT; Rockland County; Local
unmapped	MHSRC715V	Mobility	Countywide Traffic Signal Timing Improvement	Reducing Environmental Impact	NYSDOT; Rockland County; Local
3	MHSRC713V	Study	Route 303/304 Corridors Study	Reducing Environmental Impact	Town of Clarkstown; Rockland County; NYSDOT
4	MHSRC2472V	Mobility	NYS Thruway Truck Climbing Lanes: Exits 11 to 13	Reliable and Easy Travel	NYSTA; NYSDOT
Transit					
5	MHSRC731V	Transit	Passenger Rail Service on West Shore Line from West Haverstraw	Changing Demand	NYSDOT; NJ Transit; Rockland County
6	MHSRC1593V	Transit	Passenger Rail Improvements on the Pascack Valley Line	Changing Demand	NJ Transit
7	MHSRC1594V	Study	Re-Use of Piermont Line for Bus Rapid Transit Study	Changing Demand	Rockland County
unmapped	MHSRC725V	Transit	Continue Countywide Park & Ride Implementation	Reliable and Easy Travel	NYSDOT; Rockland County; Locals

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
8	MHSRC732V	Transit	Suffern Station Improvements	Reliable and Easy Travel	NJ Transit; Rockland County
9	MHSRC733V	Transit	Rockland County Public Transportation Building T Expansion	Reliable and Easy Travel	Rockland County
10	MHSRC1923V	Mobility	New Monsey Trails Bus Facility	Reliable and Easy Travel	NYSDOT; Monsey
Non-Motorized					
unmapped	MHSRC1926V	Mobility	Bear Mountain Ridge Greenway Extension	Changing Demand	Rockland County
11	MHSRC1933V	Mobility	Joseph B. Clark Rail Trail	Changing Demand	Rockland County
12	MHSRC1927V	Mobility	Calls Hollow Road - Bicycle Route	Changing Demand	Rockland County
13	MHSRC1930V	Mobility	Haverstraw - Bicycle Route	Changing Demand	Rockland County
14	MHSRC1931V	Mobility	Hudson River Esplanade	Changing Demand	Rockland County
15	MHSRC1935V	Mobility	Mahwah River Greenway	Changing Demand	Rockland County
16	MHSRC1940V	Mobility	Route 202 Bicycle Route	Changing Demand	Rockland County
17	MHSRC1934V	Mobility	Little Tor Road - Bicycle Route	Changing Demand	Rockland County
18	MHSRC1939V	Mobility	Palisades Mall Neighborhoods Bike/ Ped Access Study	Changing Demand	Rockland County
19	MHSRC1944V	Mobility	Route 59 - Bicycle Route	Changing Demand	Rockland County
unmapped	MHSRC1596V	Study	Countywide Bicycle-Pedestrian Master Plan Update	Changing Demand	Rockland County
20	MHSRC5592V	Study	Palisade Interstate Parkway Shared Use Path Feasibility Study	Changing Demand	Rockland County
21	MHSRC1945V	Mobility	Suffern - Bicycle Route	Changing Demand	Rockland County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
unmapped	MHSRC1591V	Study	Countywide Complete Streets Program	Reducing Environmental Impact	Rockland County
22	MHSRC1941V	Mobility	Route 303 ADA Sidewalks	Reducing Environmental Impact	Rockland County
Other					
unmapped	MHSRC736V	Miscellaneous	Alternative Fuel and Emission Reduction Strategies	Reducing Environmental Impact	NYSDOT; Rockland County; Local
23	MHSRC2475V	Study	Nanuet Transit-Oriented Development Plan	Reducing Environmental Impact	Local
unmapped	MHSRC5392V	Study	Countywide Electric Vehicle Charging Stations	Reducing Environmental Impact	Rockland County
24	MHSRC721V	Study	Advance the Recommendations of the Route 59 Area Transportation and Land Use Study	Reducing Environmental Impact	NYSDOT; Rockland County; Local

Figure A-21

Modeled Roadway Congestion for 2045 AM Peak (6 AM-10 AM), Westchester County

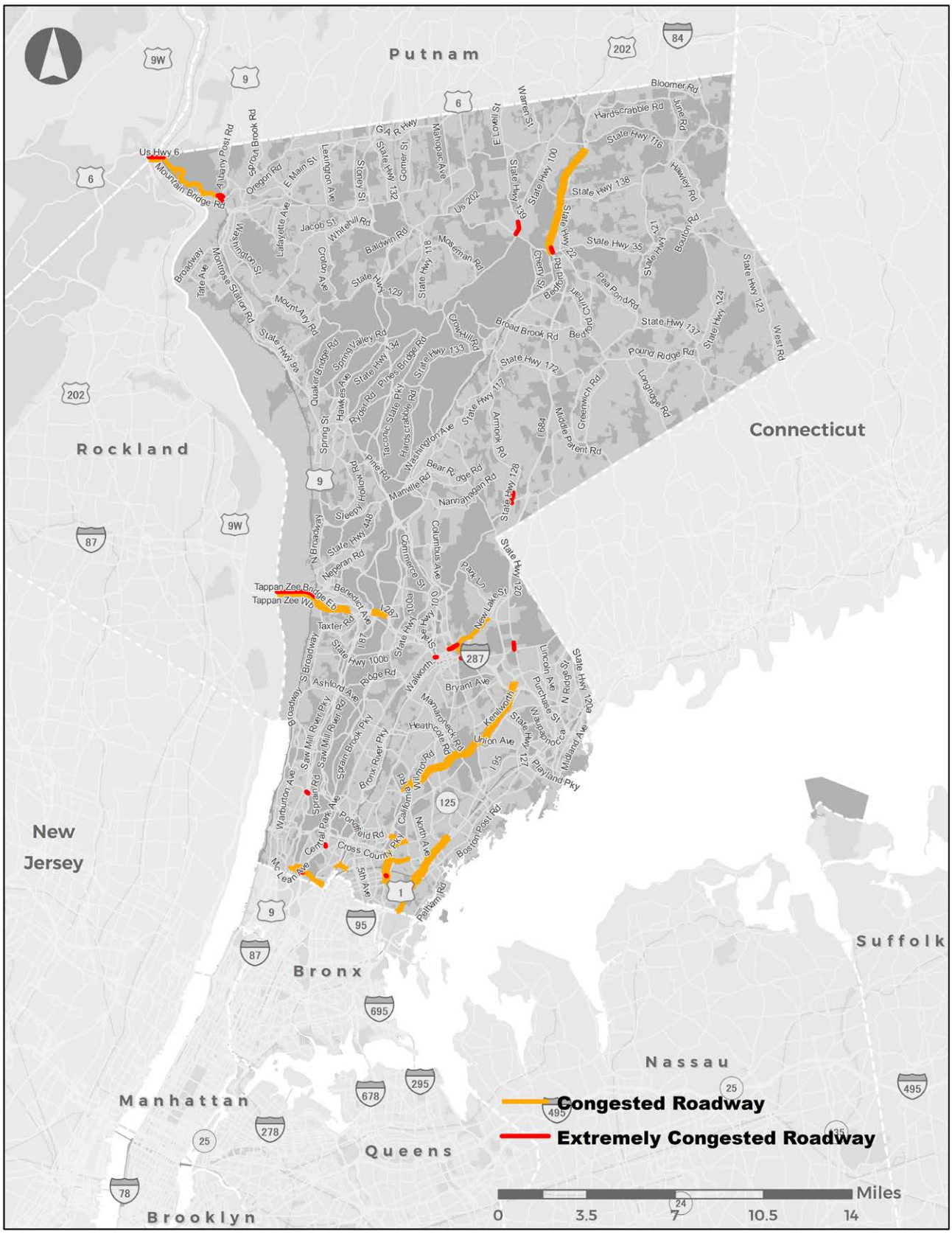


Figure A-22

RTP Projects, Programs, and Studies, Westchester County

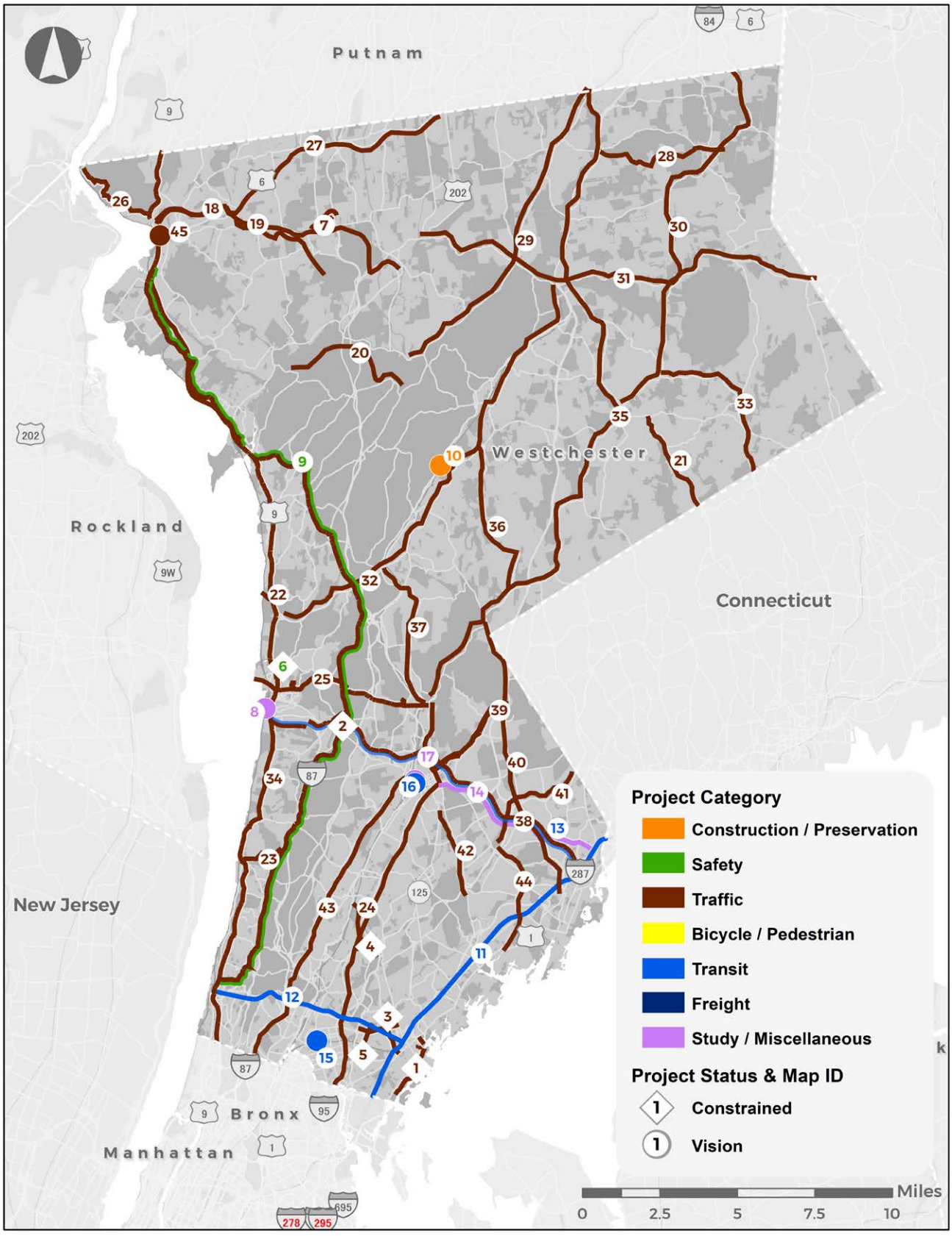


Table A-12

RTP Projects, Programs, and Studies, Westchester County
Fiscally Constrained Element, Westchester County

MAP ID	PIN	Plan No.	Work Type	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
1	875899	MHSWC1807C	Traffic / System Enhancement	Pelham Road Traffic Signals (Phase 2): Replacement of 10 traffic signals along Pelham Road from Pelham Manor to Main Street	Local	2025	$3.71	Non-exempt
2	810352	MHSWC2817C	Mobility / System Enhancement	Warehouse Lane Access Improvements: Construct a road connecting Route 119 at the I-287 Exit 1 eastbound off-ramp to Route 9a at Warehouse Lane	NYSDOT	2025	$22.18	Non-exempt
3	875902	MHSWC1487C	Traffic / System Enhancement	Webster Avenue Traffic Signals: Replacement of 11 traffic signals from Main Street to Eastchester Road; connect to the existing traffic signal coordination system	Local	2025	$3.27	Non-exempt

MAP ID	PIN	Plan No.	Work Type	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	875976	MHSWC1494C	Traffic / System Enhancement	Route 9 Traffic Signals: Operational improvements to five intersections along Route 9. May include re-striping and minor pavement widening to add critical lane movements in area of the intersections	Local	2026	$0.39	Exempt
4	875974	MHSWC1492C	Traffic / System Preservation	Mill Road Signals - Mayfair Road to California Road: Upgrade controller/ cabinet and vehicle detection at Mill and Lincoln Place. Replace existing traffic signals at Mill/Mayfair Road and Mill/Oakridge Place. Upgrade pedestrian signals	Local	2025	$0.34	Exempt

MAP ID	PIN	Plan No.	Work Type	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
5	875975	MHSWC1493C	Traffic / System Preservation	Pelham Signals - Lincoln Avenue and Wolfs Lane/Fifth Avenue: Install vehicle detection loops at individual intersections without operating loops. Signals will be coordinated by preset timing, not interconnected	Local	2025	$0.14	Exempt
6	876118	MHSWC1404C	Safety / System Preservation	Route 9 Drainage Improvements - New Broadway to Pocantico Street: Drainage improvements to prevent siltation of mill ponds at historic site	Local	2027	$0.24	Exempt
unmapped	8TM062	MHSWC3691C	Transit / System Preservation	Replace up to 95 Transit Vehicles: At the end of their useful lives	Westchester	2025	$15.00	Exempt

Vision Element, Westchester County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
7	MHSWC754V	Mobility	Improve Route 35/202 from the Bear Mountain Parkway to the Taconic State Parkway and Extend Bear Mountain Parkway to the-Taconic State Parkway	Changing Demand	NYSDOT
unmapped	MHSWC768V	Mobility	Bicycle and Pedestrian Enhancements	Changing Demand	Westchester County
unmapped	MHSWC769V	Traffic	Comprehensive Traffic Signal Improvements	Reducing Environmental Impact	NYSDOT
unmapped	MHSWC771V	Mobility	Implement ITS and Signal Enhancements in Limited Access Corridors	Reducing Environmental Impact	NYSDOT
unmapped	MHSWC772V	Mobility	ITS and Signalization Improvements - New Rochelle	Reducing Environmental Impact	Local Municipality
unmapped	MHSWC773V	Mobility	ITS and Signalization Improvements -Yonkers	Reducing Environmental Impact	Local Municipality
unmapped	MHSWC774V	Mobility	ITS and Signalization Improvements - Mount Vernon	Reducing Environmental Impact	Local Municipality
unmapped	MHSWC775V	Mobility	ITS Fiber Optic Cable	Reducing Environmental Impact	NYSDOT
unmapped	MHSWC2368V	Mobility	Complete Streets	Reducing Environmental Impact	Westchester County
unmapped	MHSWC2370V	Mobility	Parking Management	Reducing Environmental Impact	Westchester County
8	MHSWC776V	Miscellaneous	Governor Mario M. Cuomo Bridge Truck Inspection Checkpoints	Reliable and Easy Travel	NYSDOT
unmapped	MHSWC2369V	Mobility	Last-Mile Connections	Reliable and Easy Travel	Westchester County
unmapped	MHSWC5434V	Miscellaneous	OMNY Expansion - Westchester	Reliable and Easy Travel	MTA MNR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
9	MHSWC756V	Safety	Route 9A Truck Route Upgrade	Safety and Security	NYSDOT
10	MHSWC2729V	Construction	Roaring Brook Road at Saw Mill River Parkway and MTA MNR Harlem Line Grade Separation	Safety and Security	TBD
Transit					
11	MHSWC781V	Transit	MTA MNR Danbury Branch Improvements–Service Planning and Coordination	Changing Demand	CDOT
unmapped	MHSWC783V	Transit	Long Island Sound Waterborne Service Emphasis Area	Changing Demand	Westchester County
12	MHSWC791V	Transit	Yonkers-Mount Vernon-New Rochelle Local Transit Improvements	Changing Demand	Westchester County
13	MHSWC2009V	Transit	Tarrytown-Port Chester Local Transit Improvements	Changing Demand	Westchester County
unmapped	MHSWC5388V	Study	Airport Access from Westchester County	Changing Demand	Westchester County
unmapped	MHSWC3691C	Transit	Advance the Recommendations of the Mobility and Bus Redesign Study	Changing Demand	Westchester County
unmapped	MHSWC2456V	Transit	Transit Signal Priority at Various Locations in Westchester County	Reducing Environmental Impact	Westchester County
14	MHSWC784V	Study	Westchester Avenue Signal Prioritization for Transit	Reducing Environmental Impact	Westchester County
15	MHSWC5387V	Transit	Electric Transit Vehicle Charging Infrastructure	Reducing Environmental Impact	Westchester County
unmapped	MHSWC5593V	Miscellaneous	Establish Vehicle Charging Stations at County Facilities	Reducing Environmental Impact	Westchester County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
unmapped	MHSWC779V	Transit	Commuter Transit Access to Railroad Stations	Reliable and Easy Travel	Westchester County; MTA MNR
16	MHSWC2371V	Transit	White Plains Transportation Center Redevelopment	Reliable and Easy Travel	City of White Plains; Westchester County
17	MHSWC5389V	Study	White Plains Transcenter Redevelopment and Transit Improvements	Reliable and Easy Travel	Westchester County
unmapped	MHSWC5381V	Study	New Haven Yard Study	Reliable and Easy Travel	MTA MNR
unmapped		Transit	Connectivity and safety roadway improvements between the Croton-Harmon Metro-North Railroad Station and the North County Trailway access point on Route 118 in Yorktown (between Birdsall Drive and Hanover Street)	Reliable and Easy Travel	NYSDOT
Non-Motorized					
18	MHSWC1960V	Mobility	Bear Mountain-Yorktown Heights Trail	Changing Demand	Westchester County
19	MHSWC1961V	Mobility	Catskill Aqueduct Trail	Changing Demand	Westchester County
20	MHSWC1964V	Mobility	Croton Aqueduct Extension	Changing Demand	Westchester County
21	MHSWC1969V	Mobility	Long Ridge Trail	Changing Demand	Westchester County
22	MHSWC1966V	Mobility	Horseman's Trail	Changing Demand	Westchester County
23	MHSWC1965V	Mobility	Hillside Woods Link Trail	Changing Demand	Westchester County
24	MHSWC1963V	Mobility	Cross Eastchester Trail	Changing Demand	Westchester County
25	MHSWC2552V	Mobility	Tarrytown-Kensico Trailway	Changing Demand	Westchester County
26	MHSWC1984V	Mobility	Route 6/202	Reducing Environmental Impact	Westchester County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
27	MHSWC1983V	Mobility	Route 6	Reducing Environmental Impact	Westchester County
28	MHSWC1971V	Mobility	Mill Road	Reducing Environmental Impact	Westchester County
29	MHSWC1974V	Mobility	Route 100 Somerset Turnpike	Reducing Environmental Impact	Westchester County
30	MHSWC1977V	Mobility	Route 121	Reducing Environmental Impact	Westchester County
31	MHSWC1982V	Mobility	Route 35	Reducing Environmental Impact	Westchester County
32	MHSWC1975V	Mobility	Route 117 Corridor	Reducing Environmental Impact	Westchester County
33	MHSWC1980V	Mobility	Route 137	Reducing Environmental Impact	Westchester County
34	MHSWC1985V	Mobility	Route 9/9A	Reducing Environmental Impact	Westchester County
35	MHSWC1981V	Mobility	Route 22	Reducing Environmental Impact	Westchester County
36	MHSWC1979V	Mobility	Route 128	Reducing Environmental Impact	Westchester County
37	MHSWC1962V	Mobility	Columbus Avenue	Reducing Environmental Impact	Westchester County
38	MHSWC1987V	Mobility	Cross Westchester-Rockland Link (Rte. 119-TZB)	Reducing Environmental Impact	Westchester County; NYSDOT
39	MHSWC1968V	Mobility	Lake Street	Reducing Environmental Impact	Westchester County
40	MHSWC1976V	Mobility	Route 120	Reducing Environmental Impact	Westchester County
41	MHSWC1967V	Mobility	Hutchinson River Pathway Extension	Reducing Environmental Impact	Westchester County
42	MHSWC1970V	Mobility	Mamaroneck Avenue	Reducing Environmental Impact	Westchester County
43	MHSWC1973V	Mobility	Route 100 Central Park Avenue	Reducing Environmental Impact	Westchester County
44	MHSWC1978V	Mobility	Route 127	Reducing Environmental Impact	Westchester County
45	MHSWC2675V	Mobility	Construction of Pedestrian Overpass over MTA MNR at Peekskill Landing and Main Street	Safety and Security	City of Peekskill
Unmapped		Ped-Bike	Completion of the Westchester Riverwalk	Reliable and Easy Travel	Westchester County

Figure A-23

Projects, Programs, and Studies, Multi-County, Lower Hudson Valley

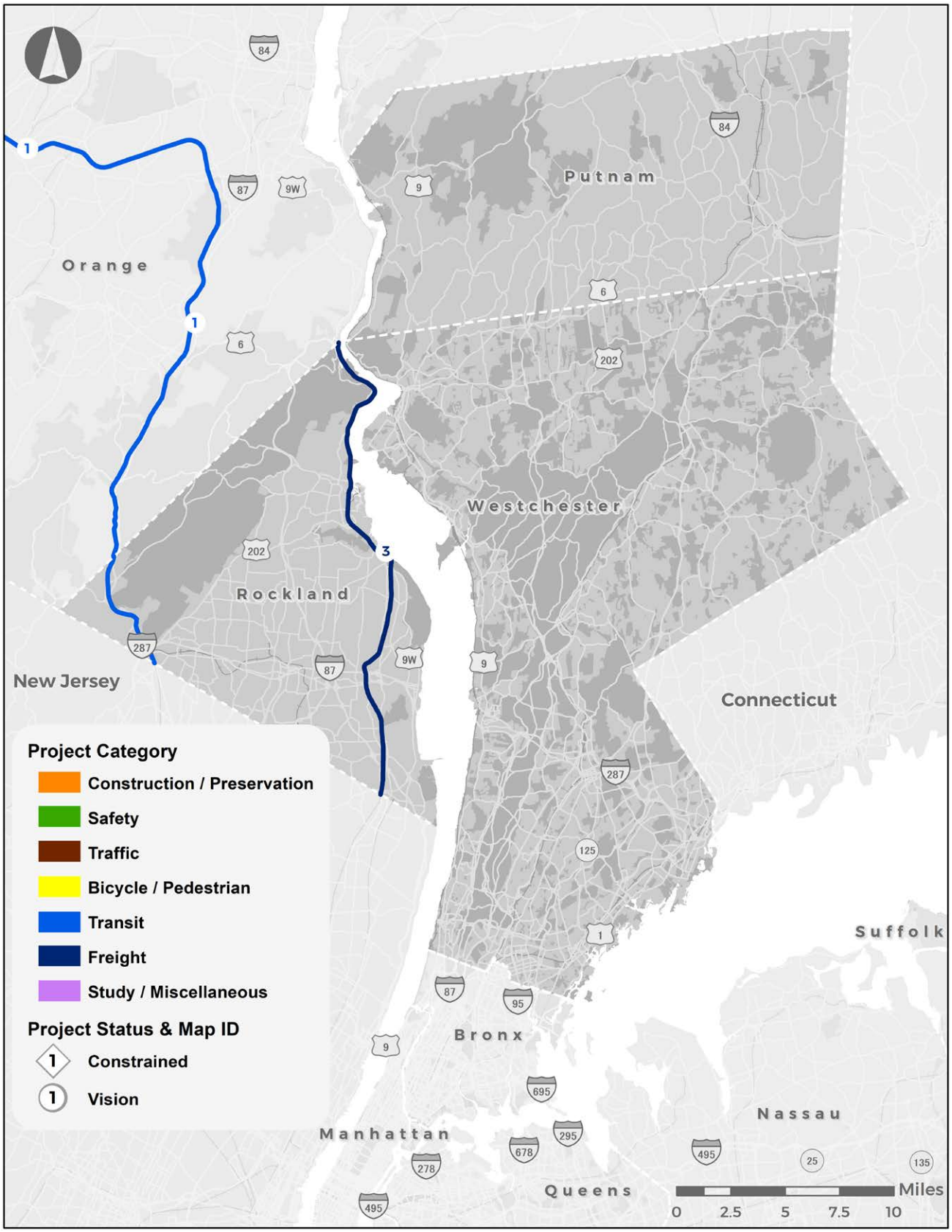


Table A-13

Projects, Programs, and Studies, Multi-County, Lower Hudson Valley
Fiscally Constrained Element, Multi-County, Lower Hudson Valley

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	881501	MHSMC4785C	Study / System Preservation	Geotech Subsurface Explorations Contract: Explore subsurface soil conditions to provide data needed in advance of highway and bridge design on various state highways	NYSDOT	2025	$0.67	Exempt
unmapped	881373	MHSMC3611C	Bridge / System Preservation	Bridge Rehabilitation: Undertake corrective and preventive maintenance actions to extend the service life of bridges on various state highways	NYSDOT	2025	$16.50	Exempt
unmapped	881484	MHSMC4769C	Bridge / System Preservation	Bridge Washing/Deck Sealing: Clean/wash bridges and seal decks as needed, remove debris and protect against corrosive substances	NYSDOT	Continuous	$45.77	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	882391	MHSMC5361C	Transit / System Enhancement	Trailways Commuter Service: Federal/state funding to be provided to Trailways by NYSDOT under the capital cost of contracting concept for commuter service between Kingston and Manhattan with stops in Rosendale and New Paltz	NYSDOT	Continuous	$23.70	Exempt
unmapped	882393	MHSMC5353C	Transit / System Enhancement	Route 9W Bus Service: Operating subsidy for all-day bus service between the Route 9W Corridor in Rockland County and the Port Authority Bus Terminal on 41st Street in Manhattan	NYSDOT	Continuous	$14.30	Exempt
unmapped	882410	MHSMC5333C	Transit / System Enhancement	Coach Bus Marketing and Parking Contract: Coach USA promotes ITS bus services in Orange and Rockland counties as well as leases/maintains park & ride lots for travelers	NYSDOT	Continuous	$27.79	Exempt

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
unmapped	882411	MHSMC5364C	Transit / System Enhancement	Poughkeepsie-White Plains Commuter Bus: Weekday peak-hour service along the Route 9 corridor serving residents of Dutchess, Putnam, and Westchester counties	NYSDOT	Continuous	$58.03	Exempt
unmapped	882412	MHSMC5358C	Transit / System Enhancement	Stamford-White Plains Express Bus (I-Bus): Commuter bus service between Stamford, CT, and White Plains, Westchester County	NYSDOT	Continuous	$11.44	Exempt
unmapped	882415	MHSMC5357C	Transit / System Enhancement	Housatonic Area Regional Transit (HART) Shuttles: Danbury, CT, to Brewster, Ridgefield-Katonah, and New Fairfield to Southeast NY Train Station Bus Service. Weekday shuttle bus service co-funded by NYSDOT and Conn DOT. Operated by Housatonic Area Transit	NYSDOT	Continuous	$23.70	Exempt
unmapped	894013	MHSMC5581C	Safety / System Enhancement	ITS Engineering Services: provide intelligent transportation systems (ITS) planning and engineering services in order to improve the efficient use of state resources	NYSDOT	Continuous	$20.43	Exempt

Vision Element, Multi-County, Lower Hudson Valley

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadway					
unmapped		Study	Complete the I-84/I-684 Study and Advance the Study Recommendations	Changing Demand	TBD
Transit					
unmapped	MHSMC1773V	Transit	Passenger Rail Access to Stewart International Airport	Changing Demand	MTA MNR
unmapped	MHSMC1774V	Transit	Harlem Line Capacity Improvements	Changing Demand	MTA MNR
unmapped	MHSMC2730V	Study	East-West Bus Transit Option Study	Changing Demand	TBD
unmapped	MHSMC806V	Miscellaneous	Advance Greater Regional Rail Network Connectivity	Reliable and Easy Travel	MTA
1	MHSMC1772V	Transit	Port Jervis Line Capacity Improvements, including Passing Sidings and Mid-point Yard	Changing Demand	MTA MNR
2	MHSMC5599V	Transit	Southeast (NY) to Danbury (CT) Feasibility Study (Beacon Line)	Changing Demand	Putnam
unmapped	MHSMC1775V	Transit	Strategic Facilities (i.e., Parking, Station Access)	Reliable and Easy Travel	MTA MNR
unmapped	MHSMC5597V	Transit	Integrate Hudson Link Services and Fares with Surrounding Suburban Transit Services	Reliable and Easy Travel	NYSDOT
unmapped	MHSMC5349V	Transit	MTA MNR Marketing and Connecting Services Program	Changing Demand	MTA MNR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Non-Motorized					
unmapped	MHSMC5600C	Ped-Bike	Establish Overarching Bicycle Sharing Programs	Changing Demand	TBD
Freight					
3	MHSMC2007V	Freight	CSX River Line 2nd Track	Changing Demand	CSX
Other					
unmapped	MHSMC5602V	Miscellaneous	Establish County-Level Overarching Clean Trucks/Clean Public Fleets Program	Reducing Environmental Impact	TBD
unmapped	MHSMC5603V	Miscellaneous	Increase Alternative Fueling/Electric Charging Facilities at New York State Thruway Service Areas	Reducing Environmental Impact	TBD

Table A-14

Projects, Programs and Studies, Regionwide
Fiscally Constrained Element, Regionwide

PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOE $)	Air Quality Status
	MHSDM708C, NYCDM2304C, NSDM2305C	Mobility / System Enhancement	Transportation Systems Management and Operations Program	NYSDOT	Continuous	$6,914.00	Exempt

Vision Element, Regionwide

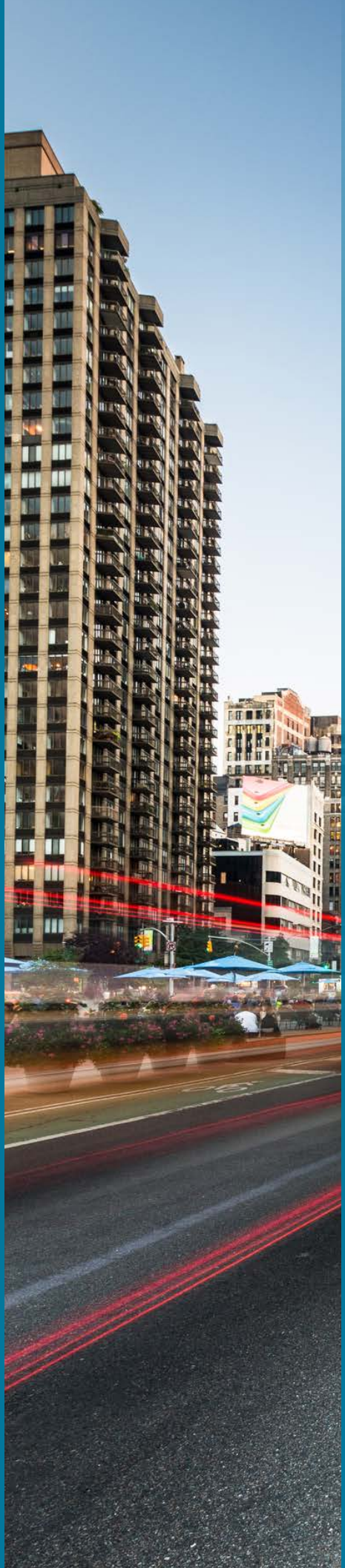
Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Transit				
MHSMC808V	Transit	Study Empire Corridor Planning Tier Two EIS	Changing Demand	NYSDOT
NYCMB607V	Transit	Introduce Additional Rail Stations in Under-Served Markets	Changing Demand	MTA LIRR; MTA MNR
NSMC5425V	Transit	OMNY Integration with PATH, Westchester Bee-Line, NICE and Roosevelt Island Tram; Further Expansion as a Subscription Service	Reliable and Easy Travel	MTA LIRR
Freight				
NYMTCMC5521V	Study	Perform a Regional Study of Needs and Opportunities Associated with the Movement of Waste Materials (Including Municipal Solid Waste, Construction and Demolition Debris, and Recyclable/Resellable Materials)	Changing Demand	TBD
NYMTCMC5522V	Study	Forecast the Medium-Term and Long-Term Effects of COVID-19 Pandemic on Modal Volumes, E-commerce Activity, and Critical Supply Chains	Changing Demand	TBD

Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
NYMTCMC5523V	Study	Develop Scenario-Based Multimodal Freight Forecasts and Assessments	Changing Demand	TBD
NYMTCM5524V	Freight	Advance the Recommendations of the USDOT Automated Vehicles Comprehensive Plan	Changing Demand	TBD
NYMTCMC5525V	Freight	Assess and Implement Actions to Reduce Truck Delay and Related Costs in the Priority Goods Movement Corridors Identified in the Freight Element	Changing Demand	TBD
NYMTCMC5526V	Study	Perform a Critical Goods Movement Corridors Study Focusing Specifically on Opportunities to Reduce Trucking Delay and Related Costs in the Corridors Responsible for 50 Percent of Delay Costs	Changing Demand	TBD
NYMTCMC5527V	Freight	Continue Development of Regional Marine Highway Services in Conjunction with North Atlantic Marine Highway Alliance Planning and Implementation Efforts	Changing Demand	TBD
NYMTCMC5528V	Freight & Study	Implement the Port Authority's Port Master Plan Recommendations, including Ongoing Study of a Program to Deepen Navigation Channels	Changing Demand	Port Authority
NYMTCMC5529V	Freight	Maintain Authorized Navigation Channel Depths on all Waterways	Changing Demand	TBD
NYMTCMC5530V	Freight & Land Use	Facilitate Development of Needed Warehouse/ Distribution Space in Alignment with Existing Transportation System Capabilities and Improvement Opportunities	Changing Demand	TBD
NYMTCMC5531V	Freight & Land Use	Develop Potential Freight Village Locations, Inland Port Sites, and Similar Development Models Integrating Land Use and Multimodal Transportation	Changing Demand	TBD
NYMTCMC5515V	Freight	Employ Load Matching Platforms to Reduce Truck VMT, Empty Truck Backhauls, and Empty Container Moves	Reducing Environmental Impact	TBD

Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
NYMTCMC5517V	Freight	Reduce Maritime Fuel Consumption and Vessel Emissions	Reducing Environmental Impact	TBD
NYMTCMC5518V	Freight & Study	Complete the Clean Freight Corridors Planning Study and Implement Recommendations to Expand Truck Access to Charging and Alternative Fueling Facilities	Reducing Environmental Impact	TBD
NYMTCMC5519V	Freight	Prioritize Improvements to High Delay Cost Corridors that also have Particularly High Impacts on Disadvantaged Communities	Reducing Environmental Impact	TBD
NYMTCMC5520V	Miscellaneous	Increase Alternative Fueling/Electric Charging Facilities along Roadways	Reducing Environmental Impact	TBD
NYCMC2453V	Mobility	Advance the Port Authority's Goods Movement Action Program Initiatives	Reliable and Easy Travel	Port Authority
NYMTCMC5506V	Freight	Develop Transload Yards and Other Improvements in the NYMTC Planning Area to Enhance Regional Freight Rail Volumes and Address Community Impacts	Reliable and Easy Travel	TBD
NYMTCMC5507V	Freight	Develop Regional and National Rail Freight Connectivity Improvements	Reliable and Easy Travel	TBD
NYMTCMC5509V	Freight	Reduce Barriers to Seamless Rail Operations	Reliable and Easy Travel	TBD
NYMTCMC5510V	Freight	Develop Greater Freight Transportation System Equity: Ensure equity Issues are addressed and equity-promoting projects prioritized	Reliable and Easy Travel	TBD
NYMTCMC5508V	Freight	Coordinate with Responsible State and Regional Partners to Identify Needs and Opportunities for Truck Inspection Locations, Truck Parking and Staging Locations, and Alignment of Size/Weight and Other Operating Regulations	Reliable and Easy Travel	TBD

Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
NYMTCMC5511V	Freight	Achieve and Maintain a State of Good Repair for the Multimodal Freight System, in Collaboration with Public and Private Funding Partners	Reliable and Easy Travel	TBD
NYMTCMC5512V	Freight	Explore Regional and Megaregional Pooled Fund Approaches for Critical Freight Investments	Reliable and Easy Travel	TBD
NYMTCMC5513V	Study	Complete the Regional Freight Land Use Study and Integrate the Resulting Land Use Data	Reliable and Easy Travel	TBD
NYMTCMC5514V	Freight & Mobility	Continue Regional and Megaregional Collaboration Through the MAP Forum, New York State MPO Association, and the Eastern Transportation Coalition	Reliable and Easy Travel	TBD
NYMTCMC5533V	Freight	Develop Greater Freight Transportation System Resiliency by Identifying Critical Risks and Prioritizing Projects and Actions	Resiliency	TBD
NYMTCMC5534V	Reconstruction	Complete a Broad Range of Resiliency Projects, Including Retrofits to Bridges, Streets, Traffic Signals, Yards and Facilities	Resiliency	TBD
NYMTCMC5535V	Study	Inventory all Areas Included in HUD Rebuild by Design Program and the New York Rising Community Reconstruction Program and Related Community Imperatives and Transportation-Related Proposals	Resiliency	TBD
NYMTCMC5536V	Study	Explore Specific Technologies Related to System Protection and Fortification	Resiliency	TBD
NYMTCMC5537V	Study	Inventory/Benchmark Resiliency and Adaptation Practices for All Sectors	Resiliency	TBD
NYMTCMC5538V	Study	Develop Detailed Transportation Contingency Plans	Resiliency	TBD
MYMTCMC5539V	Study	Coordinate Transit Agencies and Jurisdictions in Developing Procedures and Plans to Respond to Emergency Events	Resiliency	TBD

Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
MYMTCMC5540V	Study	Identify and Monitor Vulnerable Transportation Assets Throughout the Planning Area, Using the Most Recent Available Climate and Sea-Level Rise Forecasts	Resiliency	TBD
NYMTCMC5532V	Freight & Safety	Apply Freight Safety Principles from New York City's Vision Zero Initiative Across the Larger Region as Appropriate	Safety and Security	TBD
Other				
NYMTCMC5555V	Mobility	Enhanced Integration of For-Hire Vehicle Services and Conversion to Alternative Fuels	Reducing Environmental Impact	TBD



3

COORDINATED DEVELOPMENT EMPHASIS AREAS

*Coordinated Development Emphasis Areas (CDEAs) are an essential component of the **Moving Forward** strategic framework. CDEAs are locations where changes to land use and transportation have the potential to shape future growth and the way the transportation system accommodates that growth. Recognizing the intrinsic connection between land use and transportation planning, CDEAs provide a framework for sustainable growth and development—where land use changes and investment in transportation can foster more efficient, sustainable growth; mitigate environmental pollution; conserve land; and strengthen economic vitality by investing in development and transportation in a coordinated fashion.*

Building on the sustainability features included in past NYMTC regional transportation plans, the CDEAs identified in *Moving Forward* represent an evolutionary step in coordinated land use and transportation planning. They also represent a key linkage between the sustainability and master plans of the NYMTC's members and *Moving Forward*, helping to inform transportation investments and ensuring that the development plans of individual jurisdictions in the NYMTC planning area are vital components of future transportation planning.

The coordination of land use and transportation decisions is not exclusive to the identified CDEAs. The way potential development projects in all areas affect the transportation network and foster the opportunity to enhance mobility and the quality of life are critical to *Moving Forward's* goal of supporting sustainable growth in the region.

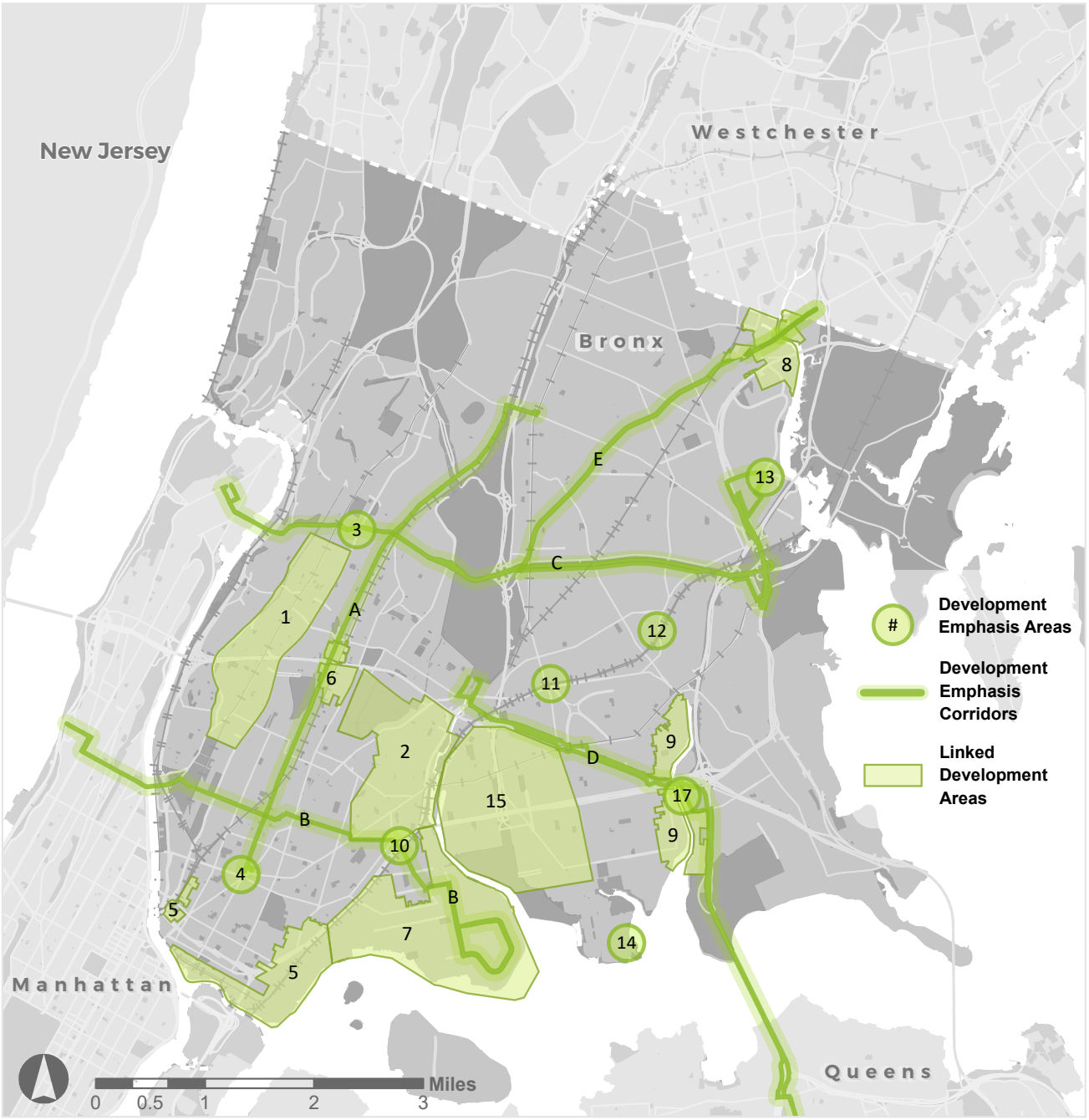
CDEAs are important in achieving *Moving Forward's* Shared Vision by creating stronger linkages between land use decisions made at the local level and transportation investment decisions made at the planning area level. The specific vision goal (detailed completely in Chapter 1) of *Moving Forward's* Shared Vision that is directly related to the CDEAs is:

- A transportation system that efficiently serves today's population and plans for the growing number of residents, workers and increasing amount of goods.

The following maps show the CDEAs in the NYMTC planning area that are identified as areas for desired development and/or transportation investment.

Figure A-24

Bronx Coordinated Development Emphasis Areas



Development Emphasis Areas

1 - Jerome Avenue (PLACES)
2 - Southern Boulevard (PLACES)
3 - Fordham (CBD)
4 - Bronx Center/Hub (CBD)
5 - Port Morris (IBZ)
6 - Bathgate (IBZ)
7 - Hunts Point (IBZ)
8 - Eastchester (IBZ)
9 - Zerega (IBZ)
10 - Hunts Point (TOD)
11 - Parkchester/Van Nest (TOD)
12 - Morris Park (TOD)
13 - Co-op City (TOD)
14 - Soundview (Ferry, TOD)
15 - Sound Neighborhood
16 - East West Connectivity Corridor
TBD (PLACES – not mappable)
17 - Whitestone Distribution Center (TOD)
TBD (PLACES – not mappable)

Development Emphasis Corridors

A - Webster Avenue Corridor (BRT/SBS)
B - South Bronx East-West Crosstown Corridor (BRT/SBS)
C - Fordham Road-Pelham Parkway Corridor (BRT/SBS)
D - Bronx-Flushing-Jamaica Corridor (BRT/SBS)
E - Boston Road Corridor

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
IBZ: Industrial Business Zone
BRT/SBS: Bus Rapid Transit/Select Bus Service
TOD: Transit Oriented Development

Figure A-25

Brooklyn Coordinated Development Emphasis Areas

Development Emphasis Areas

1 - East New York (PLACES)
2 - Gowanus (PLACES)
3 - Bushwick (PLACES)
4 - Downtown Brooklyn
5 - Nostrand Avenue (Flatbush)
6 - Southeast Brooklyn
7 - Northwest Brooklyn (CBD)
8 - Southwest Brooklyn (IBZ)
9 - Brooklyn Navy Yard (IBZ)
10 - Greenpoint/Williamsburg (IBZ)
11 - North Brooklyn (IBZ)
12 - East New York (IBZ)
13 - Flatlands Fairfield (IBZ)
14 - Greenpoint (Ferry)
15 - North Williamsburg (Ferry)
16 - South Williamsburg (Ferry)
17 - BBP Pier 1 (DUMBO) (Ferry)
18 - BBP Pier 6 (Atlantic) (Ferry)
19 - Red Hook (Ferry, TOD)
20 - Brooklyn Army Terminal (Ferry)
21 - Bay Ridge (Ferry)
22 - Red Hook (TOD)

Development Emphasis Corridors

A - Utica Avenue Corridor (BRT/SBS)
B- Southern Brooklyn East-West Corridor (BRT/SBS)
C- Nostrand Avenue-Rogers Avenue (BRT/SBS)
D- Church Avenue Corridor (STUDY)

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
IBZ: Industrial Business Zone
BRT/SBS: Bus Rapid Transit/Select Bus Service
TOD: Transit Oriented Development
STUDY: Transportation and Safety Improvements

Figure A-26

Manhattan Coordinated Development Emphasis Areas

Development Emphasis Areas

1 - East Harlem (PLACES)
2 - 125th Street (CBD)
3 - Manhattan South of 60th Street (CBD)
4 - East 90th Street (Ferry)
5 - East 62nd Street (Ferry)
6 - Roosevelt Island (Ferry)
7 - East 34th Street (Ferry)
8 - Stuyvesant Cove (Ferry)
9 - Grand Street (Ferry)
10 - Wall Street/Pier 11 (Ferry)
11 - Whitehall (Ferry)
12 - Governors Island (Ferry)
13 – Community Districts 9-12 Parking Plan (PLACES)

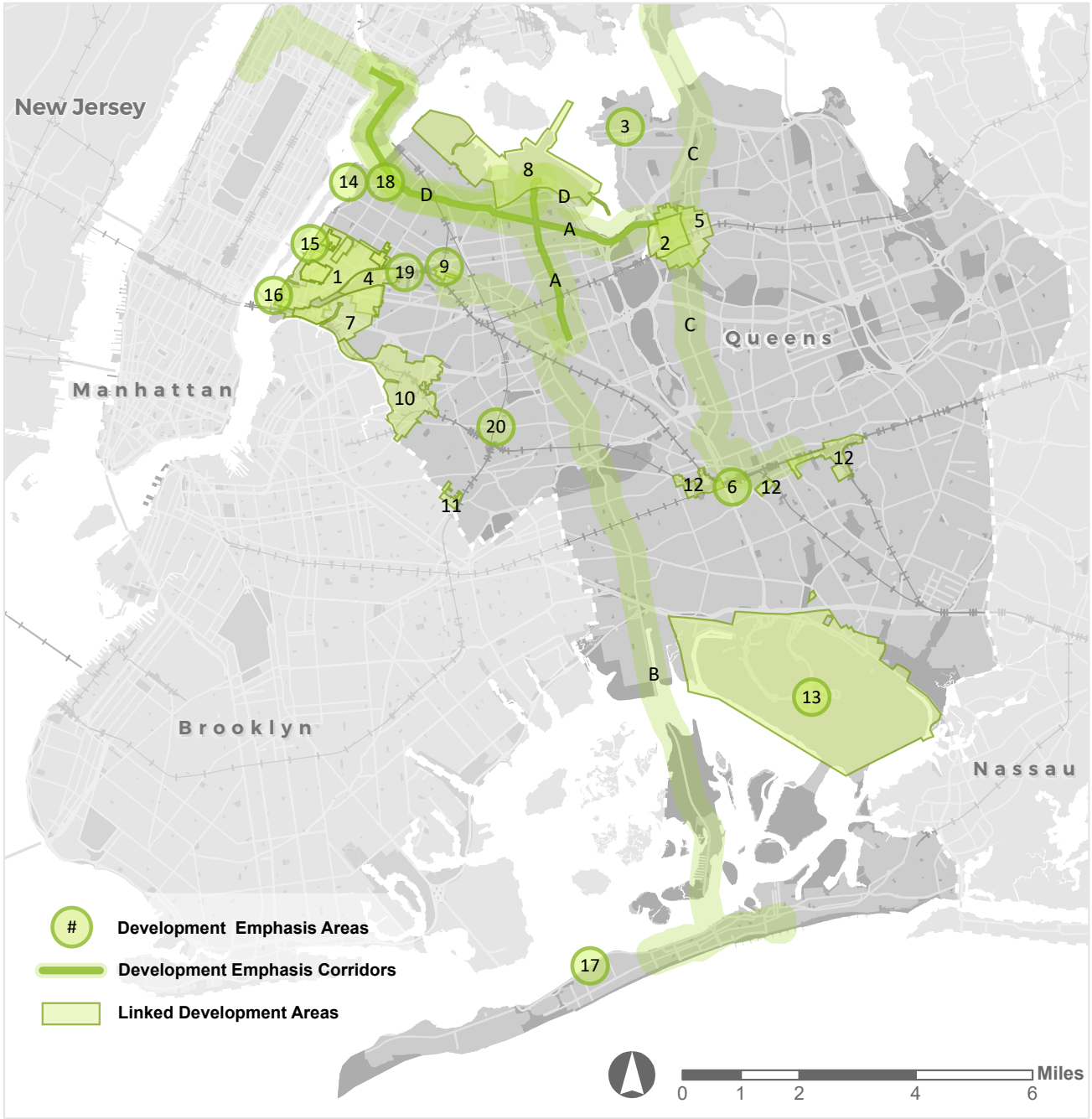
Development Emphasis Corridors

A - 125th Street-La Guardia Airport Corridor (BRT/SBS)
B - 79th Street Crosstown Corridor (BRT/SBS)
C - 86th Street Crosstown Corridor (BRT/SBS)
D - 34th Street Crosstown Corridor (BRT/SBS)
E - 23rd Street Crosstown Corridor (BRT/SBS)
F - 14th Street Crosstown Corridor (BRT/SBS)
G - First and Second Avenues Corridor (BRT/SBS)

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
BRT/SBS: Bus Rapid Transit/Select Bus Service

Figure A-27

Queens Coordinated Development Emphasis Areas



Development Emphasis Areas

1 - Long Island City Core (PLACES)
2 - Flushing West (PLACES)
3 - College Point
4 - Long Island City (CBD)
5 - Flushing (CBD)
6 - Jamaica (CBD)
7 - Long Island City (IBZ)
8 - Steinway (IBZ)
9 - Woodside (IBZ)
10 - Maspeth (IBZ
11 - Ridgewood (IBZ)
12 - Jamaica (IBZ)
13 - JFK (IBZ)
14 - Astoria (Ferry)
15 - Long Island City (Ferry)
16 - Hunts Point South (Ferry)
17 - Rockaway (Ferry)
18 - Astoria Land Use Plan (PLACES)
19 - Sunnyside Yards
20 - Metropolitan Avenue (TOD)

Development Emphasis Corridors

A - LaGuardia/East Elmhurst Corridor (BRT/SBS)
B - Woodhaven Boulevard Corridor (BRT/SBS)
C - Bronx-Flushing-Jamaica Corridor (BRT/SBS)
D - 125th Street-La Guardia Airport Corridor (BRT/SBS)

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
IBZ: Industrial Business Zone
BRT/SBS: Bus Rapid Transit/Select Bus Service
TOD: Transit Oriented Development

Figure A-28

Staten Island Coordinated Development Emphasis Areas

Development Emphasis Areas

1 - Bay Street (PLACES)
2 - Arlington
3 - St. George (CBD)
4 - North Shore (IBZ, PLACES, BRT, TOD)
5 - West Shore (IBZ, TOD)
6 - Rossville (IBZ)
7 - Special Stapleton Waterfront District
8 - St. George (Ferry)

Development Emphasis Corridors

A - Hylan Boulevard Corridor (BRT/SBS)

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
IBZ: Industrial Business Zone
BRT/SBS: Bus Rapid Transit/Select Bus Service
TOD: Transit Oriented Development

Figure A-29

Nassau County Coordinated Development Emphasis Areas

Sustainable Development Areas

1 - Belmont Park Redevelopment Project
2 - Nassau Hub Innovation District
3 - Grumman Redevelopment

Transit Oriented Development Areas

4 - Village of Valley Stream
5 - City of Glen Cove
6 - Village of Mineola
7 - Village of Hempstead
8 - City of Long Beach
9 - Village of Westbury
10 - Hamlet of Baldwin (Town of Hempstead)
11 - Village of Freeport
12 - Hamlet of Hicksville (Town of Oyster Bay)
13 - Village of Farmingdale

Linked Development Areas

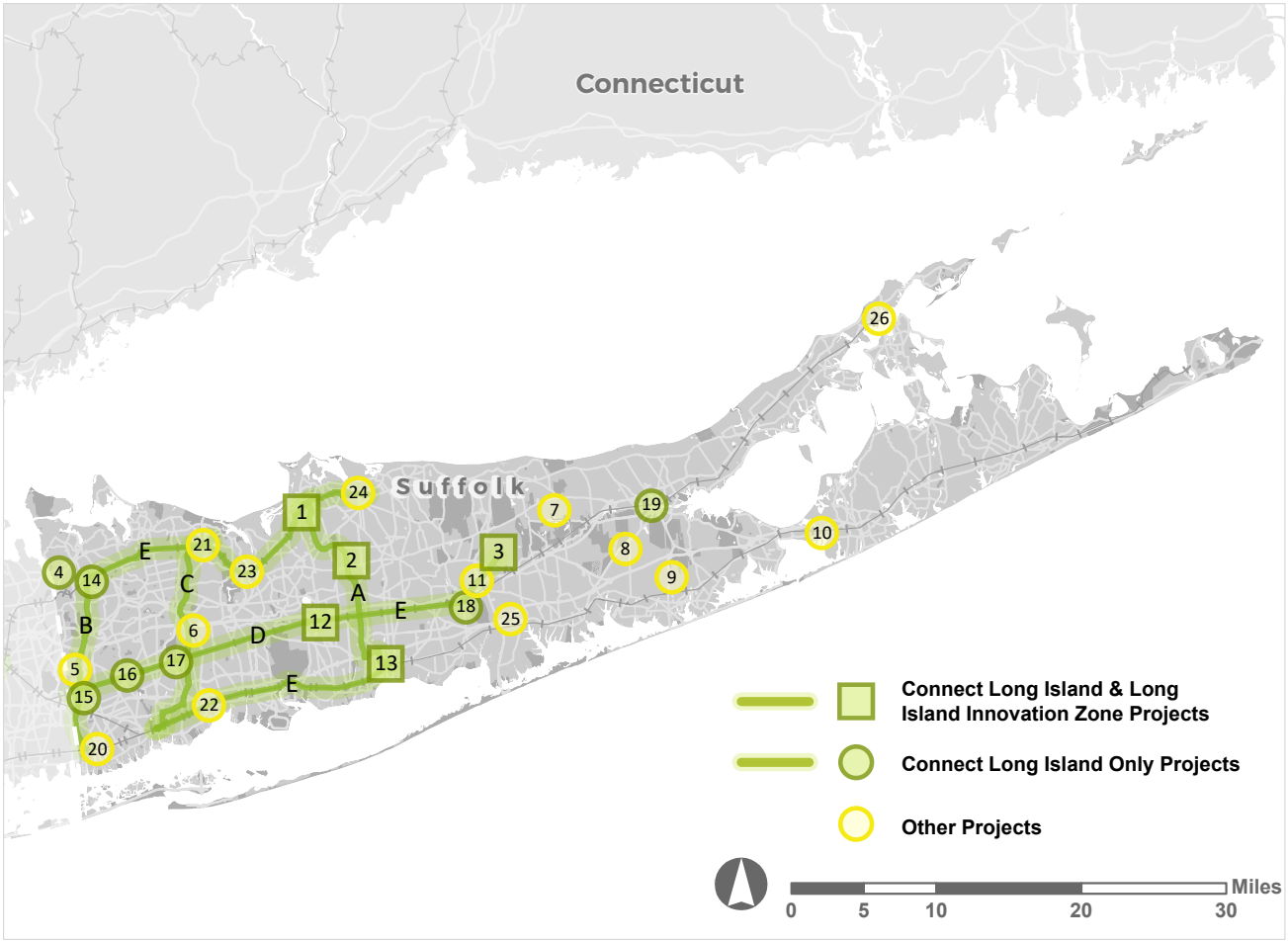
A - Nassau Hub Service Area

Linked Corridors

B - Long Beach Road Corridor
C - Grand Avenue Corridor
D - LIRR Expansion Project

Figure A-30

Suffolk County Coordinated Development Emphasis Areas



Educational & Research Assets/ Development Areas

1 - Stony Brook University**
2 - Suffolk County Community College-Ammerman Campus**
3 - Brookhaven National Laboratory**
4 - Cold Spring Harbor Laboratory*
5 - Farmingdale State University
6 - Suffolk County Community College-Brentwood Campus
7 - Enterprise Park at Calverton
8 - Suffolk County Community College-Riverhead Campus
9 - Hamptons Business District at Gabreski Airport
10 - Stony Brook University -Southampton Campus
11 - Long Island Innovation Park at Hauppauge

Transit Oriented Developments

12 - Ronkonkoma Hub/ Long Island MacArthur Airport**
13 - Patchogue**
14 - Huntington Station*
15 - East Farmingdale*
16 - Wyandanch Village*
17 - Heartland Town Square/ Deer Park*
18 - The Meadows at Yaphank*
19 - Riverside/Riverhead*
20 - Copiague
21 - Kings Park
22 - Bay Shore
23 - Smithtown
24 - Port Jefferson
25 - Mastic-Shirley
26 - Greenport

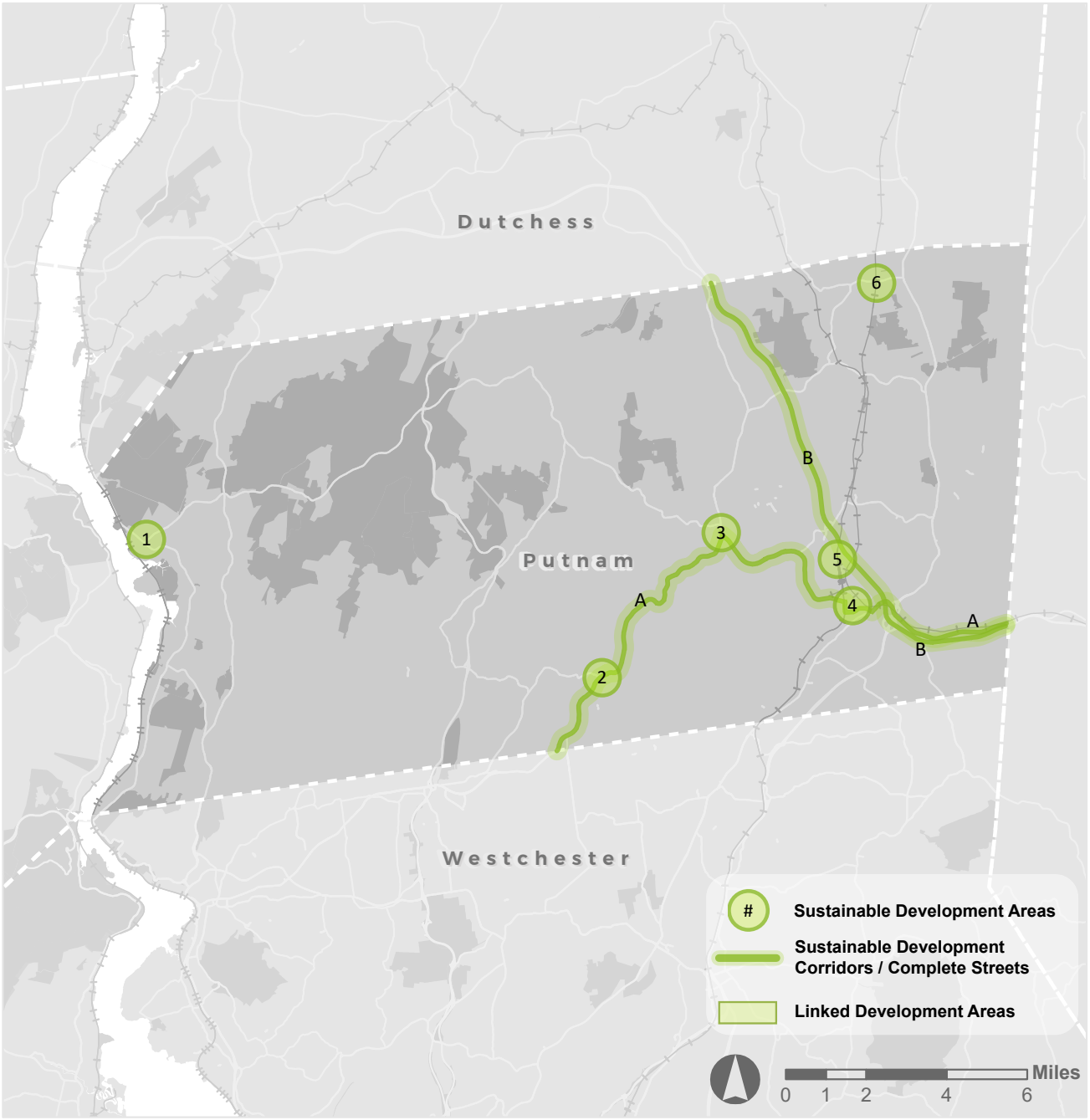
Transit Corridors

A - Nicolls Road Bus Rapid Transit Line**
B - Route 110 Bus Rapid Transit Line*
C - Sagtikos Parkway Bus Rapid Transit Line*
D - LIRR Double Track*
E - Expansion of LIRR Electrification*

Notes:
** The projects are included only in Connect Long Island.*
*** The projects are included in both Connect Long Island and Long Island Innovation Zone.*

Figure A-31

Putnam County Coordinated Development Emphasis Areas



Sustainable Development Areas

1 - Village of Cold Spring
2 - Mahopac Hamlet
3 - Carmel Hamlet
4 - Village of Brewster (TOD, Key Center)
5 - Town of Southeast (TOD, Key Center)
6 - Town of Patterson

Sustainable Development Corridors / Complete Streets

A - Route 6
B - Interstate 84
3 - Carmel Hamlet
4 - Village of Brewster
5 - Town of Southeast

Notes:
TOD: Transit Oriented Development

Figure A-32

Rockland County Coordinated Development Emphasis Areas

Sustainable Development Areas

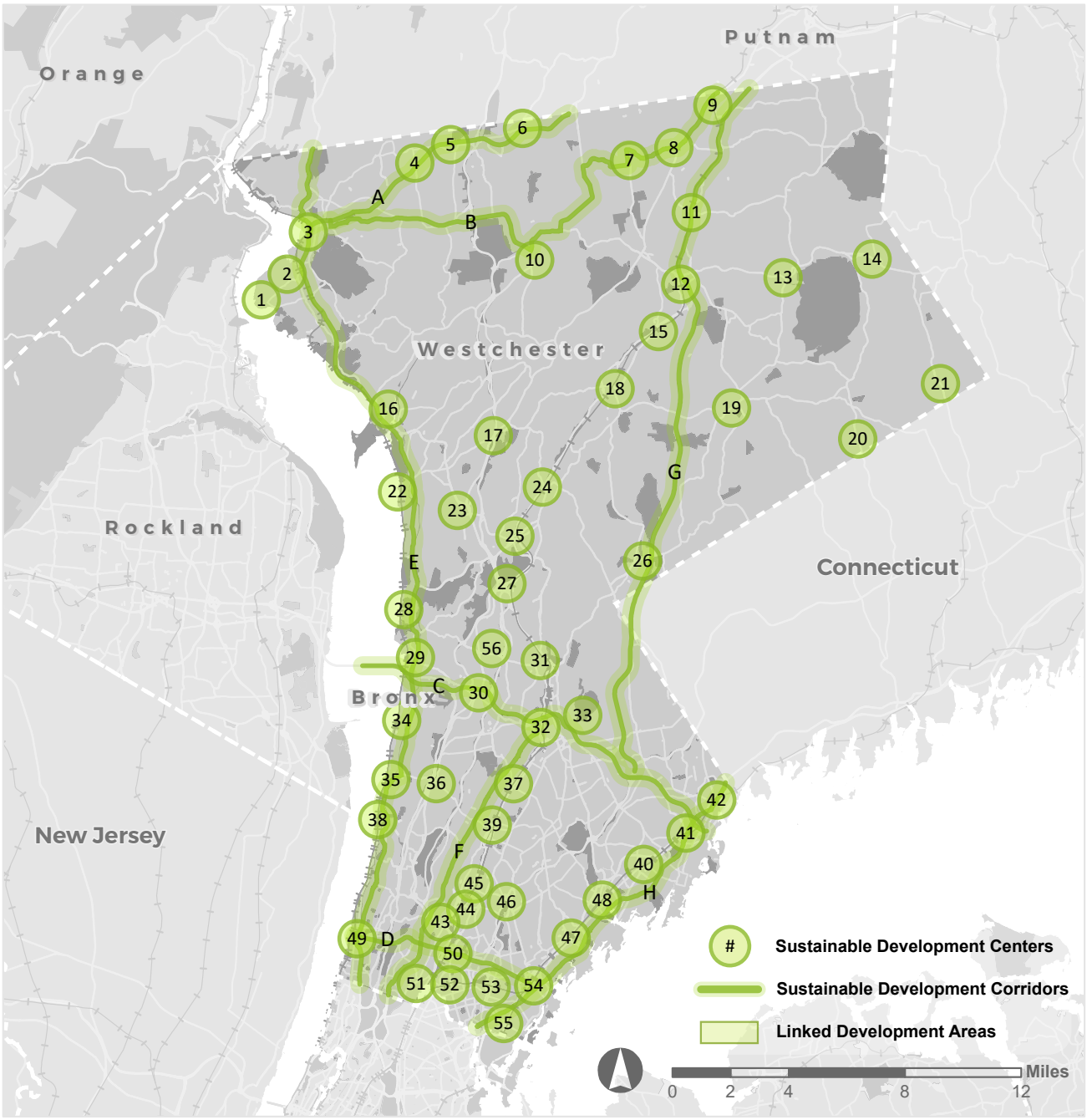
1 - Western Ramapo/Northern Ramapo
2 - Suffern
3 - Patrick Farms Development
4 - Monsey/Kaser
5 - Spring Valley/Pascack Ridge
6 - Nanuet
7 - Pearl River
8 - Stony Point /Waterfront Development
9 - Haverstraw
10 - Nyack/Nyack College
11 - South Nyack

Sustainable Development Corridors / Complete Streets

A - Route 17 & I-287: Mahwah to Sloatsburg
B - Port Jervis/Main Bergen Rail Line: Sloatsburg to Hoboken, NJ
C - I-287/I-87: Sloatsburg to TZB/Exit 14X
D - Route 202: NJ to Haverstraw
E - Route 59: Suffern to Nyack
F - Route 306: Route 59 to Route 202
G - Route 45: Route 59 to Route 202
H - Pascack Valley Rail Line: Spring Valley to Hoboken, NJ
I - Route 304: Route 59 to Route 9W
J - Route 9W: Route 59 to Bear Mtn Bridge
K - CSX RR River Line: NJ to Bear Mtn Bridge
L - Route 303: NJ to Route 9W
Complete Streets - Countywide

Figure A-33

Westchester County Coordinated Development Emphasis Areas



Sustainable Development Centers

1 - Verplanck
2 - Buchanan
3 - Peekskill
4 - Lake Mohegan
5 - Shrub Oak
6 - Jefferson Valley
7 - Lincolndale
8 - Somers
9 - Croton Falls
10 - Yorktown Heights
11 - Goldens Bridge
12 - Katonah
13 - Cross River
14 - South Salem
15 - Bedford Hills
16 - Croton-on-Hudson
17 - Millwood
18 - Mount Kisco
19 - Bedford Village
20 - Scotts Corners
21 - Vista
22 - Ossining
23 - Briarcliff Manor
24 - Chappaqua
25 - Pleasantville
26 - Armonk
27 - Hawthorne
28 - Sleepy Hollow
29 - Tarrytown
30 - Elmsford
31 - Valhalla
32 - White Plains
33 - Silver Lake
34 - Irvington
35 - Dobbs Ferry
36 - Ardsley
37 - Hartsdale
38 - Hastings
39 - Scarsdale
40 - Harrison
41 - Rye
42 - Port Chester
43 - Bronxville
44 - Tuckahoe
45 - Crestwood
46 - Eastchester
47 - Larchmont
48 - Mamaroneck
49 - Yonkers
50 - Fleetwood
51 - Mount Vernon West
52 - Mount Vernon East
53 - Pelham
54 - New Rochelle
55 - Pelham Manor
56 - Grasslands Campus

Sustainable Development Corridors

A - Route 6
B - Route 202
C - Interstate 287
D - Cross County Corridor
E - Route 9/9A
F - Central Park Avenue
G - Interstate 684
H - Route 1

4

MAJOR METROPOLITAN TRANSPORTATION INVESTMENTS

Major Metropolitan Transportation Investments (MMTI) are those projects defined in NYMTC's major projects procedures that were adopted by Resolution 512 on December 17, 2020. The foundation of these procedures is federal regulations 23 United States Code (U.S.C.) § 106(h)(i) and 23 CFR § 627.5(b)(3). MMTI projects are:

- Individual transportation system enhancement projects funded in whole or in part under Title 23 U.S.C. with an anticipated total cost of $100 million or more.
- Individual transportation system preservation projects funded in whole or in part under Title 23 U.S.C. with an anticipated total cost of $500 million or more.

Individual projects that consist of multiple phases that, in total, exceed the specified thresholds are also designated as major projects.

It should be noted that:

- These major project designation requirements do not apply to transit projects exceeding the specified thresholds that do not include funding under Title 23 U.S.C., administered by the Federal Highway Administration. These transit projects are subject to the Federal Transit Administration's New Starts requirements. As such, they are not included in this section of Appendix A.
- These major projects must be specified in the fiscally constrained element of the Plan.

PROJECT NAME:
HUNTS POINT INTERSTATE ACCESS IMPROVEMENT

PROJECT LOCATION:
BOROUGH OF THE BRONX

SPONSORING AGENCY:
NYSDOT

PURPOSE & NEED

The Hunts Point Peninsula is located in the South Bronx, New York, and is home to the Hunts Point Food Distribution Center, the largest food distribution facility in the nation. The Hunts Point Peninsula is also home to many industrial and commercial properties outside the food distribution center, and a residential area is located in the northeastern portion of the peninsula. To access the food distribution center, vehicles must exit the interstate highway network and use local streets. The project is needed to improve access to and from the Hunts Point Peninsula and the Hunts Point Food Distribution Center/ commercial establishments, address the existing non-standard geometric features of the Bruckner/ Sheridan Interchange to improve operations, and address infrastructure deficiencies on the Bruckner Expressway viaduct and ramps and truss bridge carrying westbound Bruckner Expressway and Bruckner Boulevard over Amtrak.

The purpose of the Hunts Point Interstate Access Improvement Project (the project) is to provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the project will address structural and operational deficiencies related to the existing infrastructure within the established project limits.

PROJECT DESCRIPTION

The project from Bruckner Sheridan Interchange to East 141st Street would reconstruct the Bruckner Expressway viaduct and construct new ramps to Edgewater Road and Leggett Avenue to provide direct Interstate highway connection to Hunts Point Market, thereby reducing congestion on local streets.

ALTERNATIVES CONSIDERED

NO BUILD ALTERNATIVE

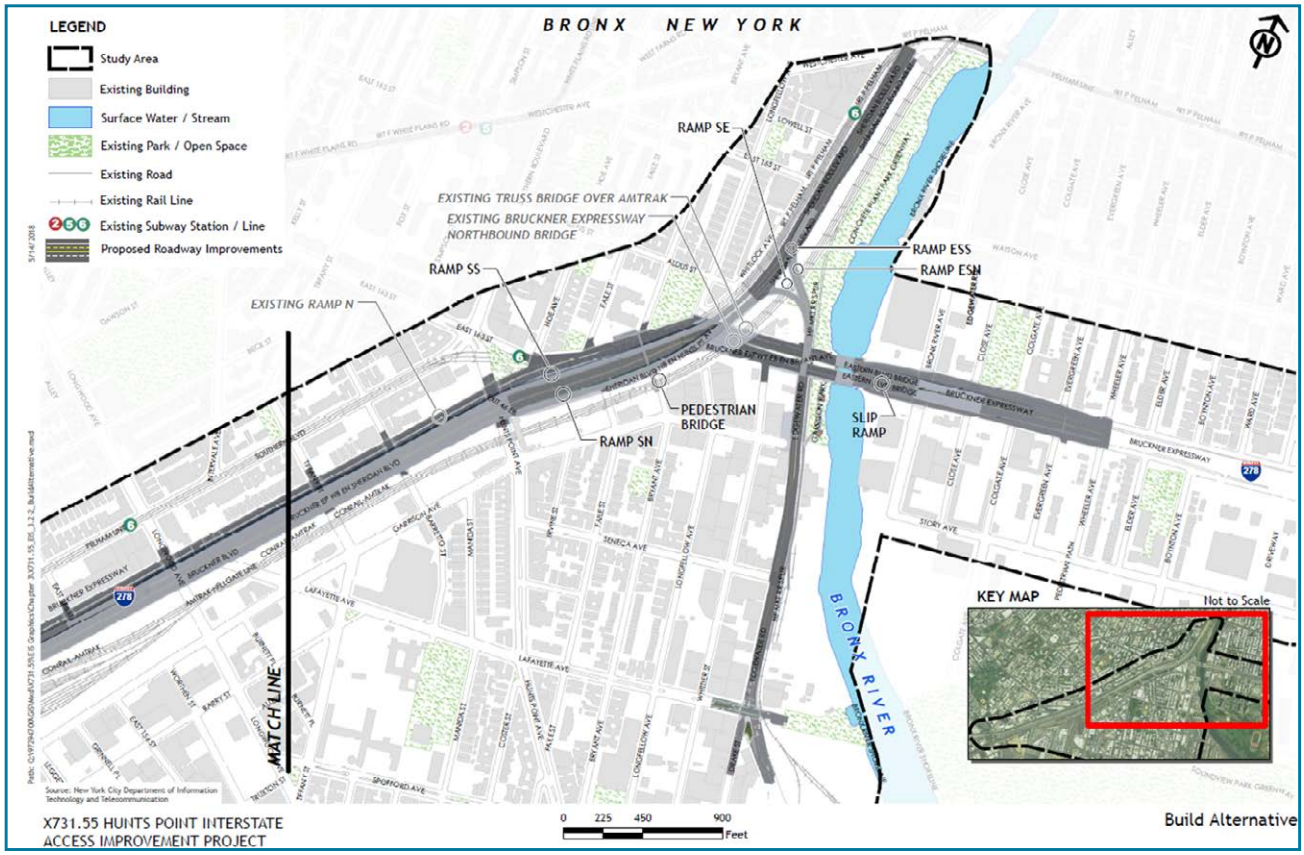
The No Build Alternative assumes no improvements in the project area other than those planned by others or implemented as part of routine maintenance. Although the No Build Alternative does not meet the project purpose and objectives, the National Environmental Policy Act (NEPA) requires that it be evaluated in the Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS). The No Build Alternative serves as the baseline condition against which the potential effects of the Build Alternative are evaluated.

BUILD ALTERNATIVE

The Build Alternative would improve vehicular access to the Hunts Point Food Distribution Center via the Bruckner Expressway and Sheridan Boulevard by constructing a split interchange at Edgewater Road and Leggett Avenue, see figures below. Two new ramps (Ramps BL and LB) to and from the westbound Bruckner Expressway would be constructed at Leggett Avenue, allowing westbound Bruckner Expressway traffic to access and egress the Hunts Point Peninsula via Leggett Avenue. Three ramps (Ramp SE, Ramp ESS, and Ramp ESN) to and from Edgewater Road would allow the eastbound traffic from Bruckner Expressway and southbound traffic from Sheridan Boulevard to access the Hunts Point Peninsula and would allow traffic to exit the Hunts Point Peninsula onto northbound Sheridan Boulevard. The Build Alternative would incorporate the following features:

- **Ramp SE –** Exit ramp from the eastbound Bruckner Expressway and collector-distributor road to Edgewater Road. This ramp would accommodate traffic coming from the south and west on the Major Deegan Expressway and RFK Bridge heading to the Food Distribution Center. From Edgewater Road, vehicles could access the Food Distribution Center and other Hunts Point Peninsula locations.
- **Ramp ESS –** Exit ramp from the Sheridan Boulevard to Edgewater Road. This ramp would accommodate traffic coming from the north on the Cross Bronx Expressway and Sheridan Boulevard heading to the Food Distribution Center via Edgewater Road.
- **Ramp ESN –** Entrance ramp from Edgewater Road to the Sheridan Boulevard northbound. This ramp would accommodate traffic exiting the Food Distribution Center and heading north to the Sheridan Boulevard and Cross Bronx Expressway.
- **Ramp BL –** Exit ramp from the westbound Bruckner Expressway to Leggett Avenue. This ramp would accommodate traffic coming from the east on the Throgs Neck Bridge and the Bruckner Expressway to the Food Distribution Center via Leggett Avenue. From Leggett Avenue, vehicles could access the Food Distribution Center and other Hunts Point Peninsula locations.
- **Ramp LB –** Entrance ramp from Leggett Avenue to the westbound Bruckner Expressway. This ramp would accommodate traffic heading south and west to the Major Deegan Expressway and RFK Bridge. Vehicles could exit the Food Distribution Center and other Hunts Point Peninsula locations via Leggett Avenue and travel on the westbound Bruckner Expressway.
- **Slip ramp –** Entrance from Edgewater Road via a right turn onto Bruckner Boulevard eastbound connected by a slip ramp to the eastbound Bruckner Expressway. This slip ramp would replace the existing entrance ramp near Whittier Street.
- **Ramp SN –** Exit ramp from the eastbound Bruckner Expressway to the northbound Route 895 Sheridan Boulevard. The existing exit ramp would be replaced with a single-lane ramp to accommodate the improved interchange geometric design and would improve the vertical clearance over Bruckner Expressway. The ramp would be widened to a two-lane collector-distributor roadway to the exit ramp (Ramp SE) that leads to Edgewater Road.
- **Ramp SS –** Entrance ramp from the southbound Route 895 Sheridan Boulevard to the westbound Bruckner Expressway. The existing ramp would be relocated and replaced with a single-lane ramp to the right side of the travel way.
- **Shared-Use Path –** A shared-used path for pedestrians and bicyclists connecting Garrison Park and Concrete Plant Park would be constructed. Two options are being considered for the connection: a shared-use path structure along the Bronx River under the Eastern Boulevard Bridge (bascule bridge carrying the Bruckner Expressway and Bruckner Boulevard over the Bronx River) immediately adjacent to the existing west abutment, or an underpass beneath the Bruckner Expressway/Boulevard at the western approach to the Eastern Boulevard Bridge.

- **Garrison Park Improvements –** Improvements to Garrison Park would include the shared-use path, landscaping, viewing platforms, and a formal entrance with a signalized rail crossing. A sidewalk along Edgewater Road would also be constructed.



- The Bruckner-Sheridan Interchange would be reconstructed to improve geometric deficiencies and provide three continuous lanes for the eastbound/westbound Bruckner Expressway.
- The northbound Bruckner Boulevard entrance ramp at Hunts Point Avenue would be removed, and the intersection of Hunts Point Avenue and Bruckner Boulevard would be redesigned with wider medians and shorter crosswalks to improve pedestrian crossings.
- Approximately 1,000,000 square feet of deficient concrete deck would be replaced on the Bruckner Boulevard viaduct.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

U.S. Census Bureau data from 2015 indicates that low income and/or minority populations are present within the project study area. Therefore, the DDR/DEIS includes an assessment of whether the project would result in disproportionately high and adverse impacts on minority and/or low-income (environmental justice) populations, in compliance with U.S Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." This assessment determined that overall, the Build Alternative would not result in disproportionately high and adverse effects on environmental justice communities.

The project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act, and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, defined as "any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places" (36 CFR Part 800.16(l)(1)), and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment. The effects of the project on historic properties and archaeological resources were evaluated under the Section 106 process during the development of the DDR/DEIS, with the goal of identifying measures to avoid, minimize, or mitigate any adverse effects.

Known properties listed or eligible for inclusion in the National Register of Historic Places identified within and in the vicinity of the study area include:

- Eastern Boulevard Bascule bridge (Bruckner Expressway and Bruckner Boulevard over the Bronx River)
- BIN 2-06667-1 (westbound)
- BIN 2-06667-2 (eastbound)

It has been determined that the project will have no adverse effect on the above eligible historic properties.

OTHER INFORMATION

Total Projected Cost ($M)	$1.70 billion
Anticipated Fund Sources & Amounts	**Local:** National Highway Performance Program (from statewide discretionary allocation), $270.4 million; New York State PIT Fund, $270 million; State Dedicated Fund, $1,159.6 million
Projected Completion Year	2025

PROJECT NAME:

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM

SPONSORING AGENCY:

MTA BRIDGES AND TUNNELS (LEGALLY THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY OR TBTA), NYSDOT, AND NYC DOT.

PURPOSE & NEED

The purpose of the project is to implement a vehicular tolling program to reduce traffic congestion in the Manhattan Central Business District (CBD).

The project would address the following needs:

- Reduce vehicle congestion in the Manhattan CBD.
- Reinvest in and improve services in MTA's integrated transportation network, which are critical for mobility in the region, thereby allowing MTA's integrated transportation network to absorb increasing transit ridership and further reduce vehicle congestion.
- Create a new local, recurring funding source for MTA's capital projects.

PROJECT DESCRIPTION

TBTA is implementing a program of variable tolls for vehicles entering or remaining in the Manhattan CBD in New York, New York, assuming the program receives federal approval. The program would place tolling infrastructure and tolling system equipment, including signage, on existing infrastructure or infrastructure comparable in form to existing streetlight poles, signal poles, mast arms that support traffic signals, sign poles, or overhead sign structures on city streets and sidewalks.

ALTERNATIVES CONSIDERED

NO ACTION ALTERNATIVE

The No Action Alternative would not implement a vehicular tolling program to reduce traffic congestion in the Manhattan CBD. Under the No Action Alternative, existing policies and programs would continue, and proposed initiatives would be implemented. Some of the notable measures include the following:

- The current surcharge on taxis and for-hire vehicles established through previous legislation would continue to be in effect.
- The current cap on the number of for-hire vehicle licenses in New York City would remain in effect.
- TBTA would convert the toll on the Verrazzano-Narrows Bridge on I-278 between Brooklyn and Staten Island from a one-way toll to split-tolling (occurred on December 1, 2020).
- MTA would implement its 2020–2024 Capital Program and subsequent capital programs, to the extent practical, using available sources to fund projects. However, without a new stream of revenue, MTA may need to delay or forego important transit and commuter railroad projects in its 2020–2024 Capital Program.

Existing tolls at bridges and tunnels connecting to Manhattan, which are managed by TBTA and the Port Authority of New York and New Jersey, would remain in effect. The East River and Harlem River crossings—most of which are under the control of the NYC DOT—would remain untolled.

CBD TOLLING ALTERNATIVE

The CBD Tolling Alternative would implement a vehicular tolling program to reduce traffic congestion in the Manhattan CBD. The tolling program would be established consistent with the purposes underlying the Traffic Mobility Act.

The Traffic Mobility Act provides that a Traffic Mobility Review Board (TMRB) will recommend a variable pricing structure to the TBTA Board that does not charge passenger vehicles more than once per day. The TMRB will recommend the toll amounts and policies no sooner than November 15, 2020, and no later than December 31, 2020, or no later than 30 days prior to the project's implementation, whichever is later. The variable pricing structure could vary by time of day, day of week, and day of year and could vary by vehicle class. Based on the TMRB's recommendation, the TBTA Board will approve and adopt a final toll structure following a public hearing in accordance with the State Administrative Procedure Act. The Traffic Mobility Act establishes that qualifying authorized emergency vehicles and qualifying vehicles transporting persons with disabilities will be exempt from the toll. The TMRB will recommend to the TBTA Board a plan for other potential exemptions, credits, and/or discounts for tolls paid on bridge and tunnel crossings that could be included as part of the project. While the travel demand modeling conducted for this project assumes that the taxi and for-hire vehicle surcharge established by 2018 legislation will remain in effect with the CBD Tolling Alternative, the Traffic Mobility Act requires the TMRB to examine potential CBD toll credits, discounts, or exemptions for for-hire vehicles. With the CBD Tolling Alternative, TBTA would collect tolls from vehicles entering or remaining in the Manhattan CBD via a cashless tolling system. As defined in the Traffic Mobility Act, the Manhattan CBD consists of the geographic area of Manhattan, south and inclusive of 60th Street, but not including Franklin D. Roosevelt Drive, West Side Highway/Route 9A, the Battery Park underpass, and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A).

The net revenues generated by the project (after covering TBTA's project-related capital and operating expenses) would be used to help fund MTA's 2020–2024 Capital Program and successor capital programs.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

FHWA determined that an environmental assessment is required.

OTHER INFORMATION

TBD

Total Projected Cost ($M)	$503M
Anticipated Fund Sources & Amounts	$503M funding source is entirely local.
Anticipated Completion Year	2023

PROJECT NAME:
GREAT STREETS VISION ZERO

PROJECT LOCATION:
QUEENS BOULEVARD

SPONSORING AGENCY:
NYC DOT

PURPOSE & NEED

In NYC DOT's Vision Zero Pedestrian Safety Action Plan, released in 2015 and updated in 2019, Queens Boulevard is identified as a Vision Zero Priority Corridor, reporting a killed or severely injured (KSI) statistic that is within the top 10 percent of Queens corridors, making it one of the busiest and highest crash thoroughfares in the borough. Further, except for interstate highways (which prohibit non-vehicular traffic), Queens Boulevard provides one of the few east-west connections through Queens County and therefore also provides one of the few opportunities for a continuous bicycle path through approximately half of Queens. Finally, this critical east-west connection also hosts a number of bus routes that provide access between adjacent neighborhoods, businesses, and services, especially for individuals with accessibility needs—bus lines provide the only accessible means of transit for this population because a majority of the existing subway stations along the corridor do not currently have elevators.

This redesign would improve safety on the corridor by upgrading pedestrian and cycling facilities, improving access and connectivity, and addressing pedestrian and bicycle conflicts with vehicles, especially at intersections. It would also enhance bus operations and reliability and support connectivity for multi-modal transportation within the project corridor. In addition, this project would beautify the streetscape and improve the overall environment of Queens Boulevard, providing new trees, plantings, and pedestrian amenities.

PROJECT DESCRIPTION

Queens Boulevard is a 7.5-mile thoroughfare that runs diagonally through Queens, connecting Long Island City in the northwest to Jamaica in the southeast through a street network that is mostly laid out in a grid form. In Long Island City, Queens Boulevard connects to the Ed Koch Queensboro Bridge and Manhattan. This project focuses on a 5.0-mile section of Queens Boulevard, bounded by Roosevelt Avenue to the west and Union Turnpike to the east. Various urban typologies and complexities are encountered by those traversing along the corridor. This project scope has divided the project into four construction phases based on operational project phasing. The phases are as follows:

- Phase A –Roosevelt Avenue to 73rd Street
- Phase B –74th Street to Eliot Avenue
- Phase C –Eliot Avenue to Yellowstone Boulevard
- Phase D –Yellowstone Boulevard to Union Turnpike

The project would make permanent the geometric changes installed on Queens Boulevard by NYC DOT in 2015–2017 between Roosevelt Ave and Yellowstone Boulevard (Phases A–C) and continues those same treatments through to Union Turnpike (Phase D). While not all areas of the corridor function in the same way, the project would expand the existing service road medians to calm traffic and provide a raised bike path, pedestrian walkway, trees and linear green space, and pedestrian amenities such as benches, wayfinding, and urban art. The project would also move the Q60 bus route to the faster moving mainline of Queens Boulevard and create bus stops on the expanded service road medians, including new amenities such as bus shelters, benches, and bike racks. In addition, the service roads would be reconstructed between Roosevelt Avenue and 73 Street (this may also occur in other phases, depending on utility scope that has yet to be determined) and resurfacing would occur throughout. Additional geometric changes are also proposed at priority intersections and complex locations that interact with critical infrastructure and require additional changes to enhance safety.

ALTERNATIVES CONSIDERED

Two alternatives were considered for the project. Alternative 1 is referred to as the No-Build Alternative and maintains the existing conditions throughout the corridor with no additional enhancements. This alternative would require no capital work; however, it would not meet the overall objective to improve pedestrian safety along the Queens Boulevard corridor and would not provide raised bicycle or pedestrian paths or any additional pedestrian or bicycle safety accommodations. It would also not allow for the Q60 bus route to move to the mainline, optimize traffic and bus flow, or improve the roadway surface. Alternative 2 is the proposed project described above, and it would improve pedestrian safety and expand the service road medians to include raised bike lanes and pedestrian walkways, trees, landscaping, and urban design elements like lighting and benches. It also would include bus improvements, Americans with Disability Act (ADA)-compliant upgrades, and roadway reconstruction and resurfacing.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

A review of American Community Survey data indicates that the project is located in potential environmental justice areas. The project would positively affect the EJ populations because it would create safer conditions and increase the quality of the roadway environment. Further, the project would also enhance transit mobility by moving the Q60 bus to the mainline for faster, more reliable service and provide new bus stops with amenities on the reconstructed service road median. Additionally, the introduction of bicycle facilities and ADA-compliant sidewalks, curbs, and medians would provide for safer, more accessible transportation alternatives. None of the effects described above would result in high or adverse effects, and the project would not cause disproportionately high and adverse effects on minority or low-income populations.

The project sponsor has already and will continue to perform outreach to the communities and businesses within the project area.

OTHER INFORMATION

In 2014, Mayor Bill de Blasio introduced Vision Zero, an initiative to end all traffic fatalities in New York City. The Queens Boulevard corridor project is located on a Vision Zero Priority Corridor, meaning it has among the highest rate of pedestrians killed or severely injured in Queens in the last five years. Additionally, there are numerous Vision Zero Priority Intersections along the project corridor and segments of the corridor that are within Vision Zero Priority Areas. Making improvements on Vision Zero Priority Corridors are a top priority for the de Blasio administration. NYC DOT conducted extensive outreach with residents, business owners, advocates, and elected officials and will continue to collect feedback as part of the project outreach.

PINs X77338, X76129, X77384, X77385

Total Projected Cost ($M):	$320.34
Anticipated Fund Sources:	Local, federal and state
Projected Completion Year:	2028

PROJECT NAME:

VAN WYCK EXPRESSWAY (INTERSTATE 678) CAPACITY AND ACCESS IMPROVEMENT TO JFK AIRPORT

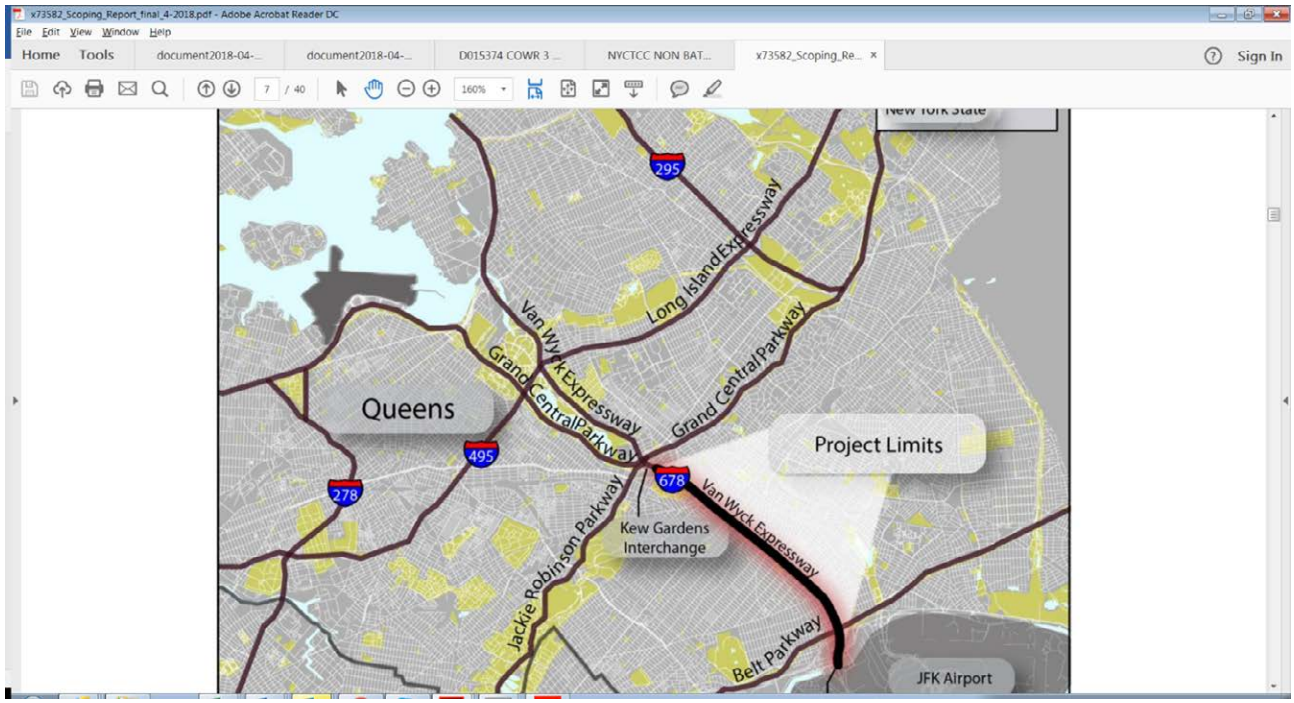
SPONSORING AGENCY:

NYSDOT

PURPOSE & NEED

The Van Wyck Expressway is the major transportation corridor providing access to and from JFK Airport. JFK Airport is a major international gateway to the United States, with 70 carriers serving 100 international non-stop destinations. Overall, the airport handles 58.9 million passengers with more than 400,000 aircraft operations annually and is one of the world's leading international air cargo centers. According to the January 2017 JFK Airport Vision Plan, the number of passengers at JFK Airport is expected to grow by nearly one-third to more than 75 million passengers by 2030. The Van Wyck Expressway also serves as the major route for commercial truck traffic to get to and from the airport, with trucks accounting for 8 percent of morning peak volume and 5 percent of evening peak volume on I-678.

The purpose of the project is to provide increased capacity on the Van Wyck Expressway between the Kew Gardens Interchange and JFK Airport to improve vehicular access to and from the airport. In addition, the project will address operational, geometric, and structural deficiencies on the Van Wyck Expressway between the Kew Gardens Interchange and JFK Airport.



ALTERNATIVES CONSIDERED

NO BUILD ALTERNATIVE

The No Build Alternative assumes no improvements in the project area other than those planned by others or implemented as part of routine maintenance. Although the No Build Alternative does not meet the project purpose and objectives, the National Environmental Policy Act requires that it be evaluated in the Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS). The No Build Alternative serves as the baseline condition against which the potential effects of the Build Alternative are evaluated.

BUILD ALTERNATIVE

The Build Alternative would add a fourth lane in each direction between the Kew Gardens Interchange and JFK Airport. The additional lane in each direction would be a managed use lane (MUL) with High Occupancy Vehicle (HOV) restrictions. Truck use would be prohibited within the proposed MULs. Occupied taxis, for-hire vehicles, and buses would be allowed to use the MULs. Both new MULs would be on the left side of the highway, separated from the existing General Use Lanes by a 2-foot wide striped buffer. Vehicles in the southbound MUL would travel to JFK Airport with no intermediate entrance or exit points to or from the MUL. Similarly, vehicles in the northbound MUL would travel from JFK Airport to the Kew Gardens Interchange with no intermediate entrance or exit points to or from the MUL.

The Build Alternative would employ active traffic management strategies to improve efficiency during peak periods and during incidents. These strategies could include the following:

- Dynamic Lane Use Control to control the use of lanes to manage incidents and congestion through changeable signs and variable message signs .
- Dynamic Speed Control to provide variable speed advisory to control traffic flow during high congestion with queuing or during incidents.
- Queue Warning to improve safety and warn drivers of congestion ahead by variable message signs.

The following two options were considered for the Build Alternative:

Build Alternative Option 1: High Occupancy Vehicles 2+ (Including Occupied Taxi + For-Hire Vehicles)

Under this option, the MULs would be HOV 2+, requiring a driver plus at least one passenger. Occupied (defined as having at least one passenger besides the driver) taxis, for-hire vehicles, and buses would also be allowed in the MUL.

Build Alternative Option 2: High Occupancy Vehicles 3+ (including Occupied Taxi + For-Hire Vehicles)

Under this option, the MULs would be HOV 3+, requiring a driver plus at least two passengers. Occupied taxis, for-hire vehicles, and buses would also be allowed in the MUL.

The construction of the MUL in each direction would provide increased capacity on the Van Wyck Expressway between the Kew Gardens Interchange and JFK Airport to improve vehicular access to and from JFK Airport. Geometric and operational deficiencies of the Van Wyck Expressway entrance and exit ramps would be addressed by relocating or closing some ramps, lengthening weaving sections, and relocating some exit ramps farther away from the intersection along the service road. The reconstruction of all the bridges on or crossing over the Van Wyck Expressway within the project limits would address the structural deficiencies presently on those bridges.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

A preliminary assessment using U.S. Census Bureau data from 2015 indicates that low income and/or minority populations are present within the study area. The DDR/DEIS will include an assessment of whether the project would result in disproportionately high and adverse impacts on minority and/or low-income (environmental justice) populations, in compliance with U.S Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, defined as "any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places" (36 CFR Part 800.16(l)(1)), and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment. The effects of the project on historic properties and archaeological resources will be evaluated under the Section 106 process during the development of the DDR/DEIS, with the goal of identifying measures to avoid, minimize or mitigate any adverse effects.

Known properties listed or eligible for inclusion in the National Register of Historic Places identified within and in the vicinity of the study area include:

- Bridge Identification Numbers: 7066688, 7076800, 7076810 (Long Island Railroad near Jamaica)
- Maple Grove Cemetery

OTHER INFORMATION

Total Projected Cost ($M):	$1.22B
Anticipated Fund Sources & Amounts:	New York State PIT Fund - $240M; State Dedicated Funding - $980M
Projected Completion Year:	2024

PROJECT NAME:
WOODHAVEN BOULEVARD SELECT BUS SERVICE

SPONSORING AGENCY:
NYC DOT

PURPOSE & NEED

NYC DOT held public meetings between 2014 and 2016 to understand the community needs for the Woodhaven bus routes. Issues raised by the community included unreliable and slow bus service, pedestrian safety concerns, and congestion. The goal of this project is to: (1) improve buses frequency and reliability; (2) allow passengers to access bus stations safely and easily; (3) improve walkability, particularly at street crossings; and (4) allow drivers to get where they need to go at a reasonable and safe speed.

PROJECT DESCRIPTION

The Woodhaven Boulevard Select Bus Service (SBS) corridor runs from Beach 116th Street and Rockaway Beach Boulevard to 61st Street and 39th Avenue. It would provide bus rapid transit (BRT) service and reduce travel time along the corridor. This 14-mile corridor currently serves more than 30,000 transit trips daily.

The project would make permanent corridor-based improvements such as median stations and/ or bus bulb stations, which make the bus service faster and more reliable and make the street safer and more accessible. Improvements would focus on a 6.1-mile segment that runs from Queens Boulevard at Woodhaven Boulevard to 165th Avenue at Cross Bay Boulevard.

ALTERNATIVES CONSIDERED

In 2004, NYC DOT, MTA New York City Transit (NYCT), and the New York State Department of Transportation (NYSDOT) began studying how BRT could improve transit service in New York City. Through a process that involved detailed analysis and significant public outreach, the agencies developed a set of recommended routes that would be most appropriate for BRT improvements. These first five routes, known as Phase I SBS routes, were implemented beginning in 2008.

Following the success of the Phase I SBS routes, NYC DOT, NYCT, and MTA Bus Company began development of the next set of routes. This study involved both a detailed technical evaluation of bus routes around New York City, as well as a substantial public outreach process with workshops involving hundreds of New Yorkers taking place in all five boroughs and an extensive online survey. This analysis resulted in the June 2010 Bus Rapid Transit Phase II Study that identified 16 corridors citywide that were appropriate for BRT implementation (branded as SBS).

The Woodhaven Boulevard corridor was identified as a priority transit need and SBS was chosen as the locally preferred alternative for this corridor in the Phase II study. There was significant community support at two Queens's public workshops in June 2009. This corridor also provides key north-south connection in an area of Queens where the subways primarily run east-west.

Additionally, in the public outreach process for the Woodhaven Boulevard Congested Corridor Study, BRT was identified as a preferred solution.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

NYC DOT classified this project as a Categorical Exclusion in July 13, 2015. This project meets the description of 23 Code of Federal Regulations (CFR) 771.118(c); (12): "Action within Existing Operational Right-of-Way that has been disturbed for an existing transportation facility or is maintained for transportation purpose. The actual CE(c) finding will be issued by the FTA at the time of grant award based on information provided in the grant application."

The project will not have a disproportionately high and adverse impact on minority or low-income populations. A comprehensive outreach process was conducted for the project to date, including a Community Advisory Committee that met four times, seven public workshops, community board meetings, and other stakeholder meetings. Specific efforts were made to inform bus riders and residents of these meetings through notices on buses and at bus stops and notifications to community boards.

The project does not have the potential to impact any historic resources that are eligible or listed on the National Register of Historic Places.

OTHER INFORMATION

TIP PIN X77371

Total Projected Cost ($M):	$236M
Anticipated Fund Sources & Amounts: Local:	$236M
Projected Completion Year:	2029

Link to Revision to Hudson Tunnel Project (2/15/24)

PROJECT NAME:

HUDSON TUNNEL PROJECT

SPONSORING AGENCY:

PORT AUTHORITY, ON BEHALF OF GATEWAY PROGRAM DEVELOPMENT CORPORATION

PURPOSE & NEED

The existing Northeast Corridor (NEC) rail tunnel beneath the Hudson River is known as the North River Tunnel. Amtrak uses this tunnel for intercity passenger rail service, and NJ Transit uses it for commuter rail service. The approach to the tunnel begins east of NJ Transit's Frank R. Lautenberg Station in Secaucus, New Jersey. East of the Secaucus station, the NEC has two tracks that approach the tunnel on a raised embankment through the towns of Secaucus and North Bergen, New Jersey. Tracks enter a tunnel portal in North Bergen, passing beneath Union City and Weehawken, New Jersey, and the Hudson River before emerging within the Penn Station New York (Penn Station) rail complex in New York City. The tunnel has two separate tubes, each accommodating a single track for electrically powered trains, and extends approximately 2.5 miles from the tunnel portal in North Bergen to Penn Station.

Superstorm Sandy in October 2012 damaged the North River Tunnel, and today the tunnel remains compromised. The North River Tunnel is currently safe for use by Amtrak and NJ Transit trains traveling between New Jersey and New York City and beyond. However, it is in poor condition as a result of the storm damage and has required emergency maintenance that disrupts service for hundreds of thousands of rail passengers throughout the region. Despite the ongoing maintenance, the damage caused by the storm continues to degrade systems in the tunnel and can only be addressed through a comprehensive reconstruction of the tunnel.

The purpose of the Hudson Tunnel Project (the project) is to preserve the current functionality of Amtrak's NEC service and NJ Transit's commuter rail service between New Jersey and Penn Station by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ Transit NEC trains between New Jersey and Penn Station. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure.

For funding and financing purposes, the project consists of the construction of a new Hudson River Tunnel, Hudson Yards Concrete Casing – Section 3 (HYCC-Section 3), and the rehabilitation of the existing North River Tunnel HYCC-Section 3 is a right-of-way preservation measure and is included as part of this financial plan, although it is separate and apart from the environmental impact statement prepared for the new Hudson River Tunnel and Rehabilitation of the existing North River Tunnel.

PROJECT DESCRIPTION

The project would consist of a new rail tunnel under the Hudson River (referred to as the Hudson River Tunnel), new surface tracks in New Jersey and railroad infrastructure connecting the new rail tunnel to the existing NEC in Secaucus, New Jersey, and at Penn Station, together with rehabilitation of the existing NEC tunnel beneath the Hudson River, known as the North River Tunnel. While the primary purpose of the project is to enable rehabilitation of the North River Tunnel without major disruptions to passenger rail service into and out of Penn Station, when completed, the project would result in a total of four tracks on the NEC from Secaucus to Penn Station with both the old and new tunnels in service. This would provide redundant capability and increased operational flexibility for Amtrak and NJ Transit. The new Hudson River Tunnel would make use of the entire HYCC being constructed along the southern edge of the West Side Yard in Manhattan.

ALTERNATIVES CONSIDERED

Environmental Impact Statement (EIS) for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: In compliance with National Environmental Policy Act (NEPA) and Federal Railroad Administration (FRA) regulations, FRA and NJ Transit conducted a multi-step alternatives development and evaluation process to identify reasonable alternatives to proposed actions that would avoid or minimize adverse effects of these actions on the environment and meet the purpose and need for the project. As the result of this process, two alternatives were identified for analysis in the EIS: the No Action Alternative (in which the North River Tunnel is not rehabilitated) and a single Build Alternative (an alternative that does rehabilitate the North River Tunnel). These two alternatives were analyzed in the Hudson Tunnel Project Final EIS.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

EIS for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: The Final EIS and Final Section 4(f) Evaluation describes the potential social, economic, and environmental effects that may result from the project. Where adverse impacts are identified, measures to mitigate those effects are described. The Final EIS and Final Section 4(f) Evaluation also evaluate and document the project in terms of its compliance with the requirements of Section 4(f).

OTHER INFORMATION

NEPA Status for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: FRA as lead federal agency and NJ Transit and the Port Authority as join agencies issued a Final EIS and Final Section 4(f) Evaluation. Pursuant to 23 USC § 139(n), FRA issued a single document that consists of the Final EIS and Record of Decision (ROD). After consulting with FRA, NJ Transit, and the Port Authority, and reviewing the Final EIS and other NEPA documentation associated with the project, FTA adopted the EIS, and issuing a joint ROD with FRA.

NEPA Status for HYCC-Section 3: The environmental review for the HYCC right-of-way preservation project (which includes HYCC-Section 3 and the already constructed HYCC-Section 2) underwent a Supplemental Environmental Assessment in 2014 and received a Finding of No Significant Impact (FONSI) from FRA in November 2014. Since an environmental determination is required from FTA to meet FTA's Capital Investment Grant (CIG) Program requirements, FTA approved Port Authority's request for the Categorical Exclusion for HYCC-Section 3 in 2019.

North Jersey Transportation Planning Authority (NJTPA): The project is included in the fiscally constrained financial element of *Plan 2045: Connecting North Jersey*, which is the regional transportation plan for the NJTPA, the designated metropolitan planning organization for northern and central New Jersey. Plan 2045 was adopted by the NJTPA Board of Trustees in November 2017.

New York Metropolitan Transportation Council (NYMTC): The project is included in the fiscally constrained financial element of *Plan 2045: Maintaining the Vision for a Sustainable Region*, by amendments to Plan 2045 adopted on April 12, 2018 (Hudson Yards Concrete Casing – Section 3) and August 9, 2018 (Balance of Hudson Tunnel Project).

Gateway Development Corporation (GDC): GDC is a public authority and government-sponsored authority created in July 2019 when the States of New York and New Jersey enacted the Gateway Development Commission Act in each of the two states. GDC is governed by a Board of Commissioners comprising three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner appointed by Amtrak. GDC is empowered to facilitate and coordinate activities to effectuate the Gateway Program (the Hudson Tunnel Project is an independent element of the larger Gateway Program), including applying for and receiving federal, state, and local funds. Following completion of the Draft EIS, the Port Authority became the Project Sponsor for the Hudson Tunnel Project. The Port Authority will remain the Project Sponsor until such time as GDC assumes the role of Project Sponsor. The Port Authority and GDC anticipate that change will occur prior to the award of federal financial assistance for the project.

TOTAL PROJECTED CONSTRUCTION COST ($B)

New Hudson River Tunnel and Hudson Yards Concrete Casing – Section 3	$9.8 billion
Rehabilitation of the existing North River Tunnel	$1.8 billion
TOTAL CONSTRUCTION COST*	$11.6 billion

**The total projected construction cost does not include FTA CIG-eligible financing costs. Estimated construction costs shown above were those submitted in the August 2020 FTA Financial Plan and are subject to change based on delays in starting construction.*

*ANTICIPATED CONSTRUCTION FUND SOURCES & AMOUNTS**

** As of the latest CIG New Starts financial plan submitted to FTA in August 2020, does not include FTA CIG-eligible financing costs, and are subject to change based on changes in the estimated construction costs above.*

NEW HUDSON RIVER TUNNEL AND HUDSON YARDS CONCRETE CASING – SECTION 3

Port Authority – Railroad Rehabilitation and Improvement Financing (RRIF) Loan Support Payments to Gateway Development Corporation (GDC)	$1.88 billion
Port Authority Design Contribution	$35 million
State of New Jersey – RRIF Loan Support Payments to GDC	$1.43 billion
State of New York – RRIF Loan Support Payments to GDC	$1.53 billion
FTA Capital Investment Grant Program	$3.6 billion
Amtrak Contribution/FRA Grant	$1.28 billion

REHABILITATION OF THE EXISTING NORTH RIVER TUNNEL

Port Authority – RRIF Loan Support Payments to GDC	$275 million
State of New Jersey – RRIF Loan Support Payments to GDC	$209 million
State of New York – RRIF Loan Support Payments to GDC	$223 million
Local Funding Sources – TBD	$195 million**
FTA Capital Investment Grant Program	$902 million

*** The local partners intend to identify the balance of the funding plan for the rehabilitation of the existing North River Tunnel prior to signing a Full Funding Grant Agreement.*

The Hudson Tunnel Project Fiscal Year 2022 Financial Plan has an estimated construction cost of $11.6 billion in year of expenditure dollars. The total estimated project cost of the Hudson Tunnel Project, applying the FTA cost methodology (including financing charges during the grant disbursement period) is $13.6 billion.

PROJECTED COMPLETION YEARS

Estimated completion years shown below were those submitted in the August 2020 FTA Financial Plan and are subject to change based on delays in starting construction.

- 2030 – New Hudson River Tunnel and Hudson Yards Concrete Casing – Section 3
- 2033 – Rehabilitation of the existing North River Tunnel

PROJECT NAME:
NASSAU HUB TRANSIT INITIATIVE

SPONSORING AGENCY:
NASSAU COUNTY

PURPOSE & NEED

Nassau County has determined that several key pervasive transportation and related problems exist within the study area. These problems stem from current and projected roadway congestion; the lack of frequent, direct, and convenient transit service; and large-lot, dispersed development patterns that encourage auto trips and contribute to environmental degradation. These problems limit Nassau County's ability to grow, capitalize on economic development opportunities, and preserve the high-quality suburban lifestyle that residents and businesses have come to expect. Nassau County completed an Alternatives Analysis (AA) to address transportation problems in the area known as the Nassau Hub. The AA comprises the first phase of the Nassau Hub Study, the purpose of which is to define new transportation options and identify land use strategies that will help promote economic development, create jobs in the study area, and improve access and mobility; this, in turn, will enhance the quality of life for all Nassau County residents. The AA examined opportunities for introducing realistic and practical transit improvements within the Hub Study Area and was conducted in cooperation with the Federal Transit Administration (FTA) and in accordance with FTA requirements. The purpose of the AA is to select a Locally Preferred Alternative (LPA).

Since the 2014 AA, Nassau County has advanced plans for redevelopment at the Nassau Hub Innovation District, a 72-acre site that will be transformed into a vibrant, walkable, mixed-use downtown. Additional new housing and business developments within the Nassau Hub area, the enhancement of MTA LIRR train service along the Main Line, and the shift in attitude toward alternative modes of transportation provide new connectivity opportunities.

PROJECT DESCRIPTION

Nassau County completed an AA in 2014 that identified an LPA for a transit alignment using a Modern Streetcar in mid-Nassau connecting the Villages of Hempstead and Mineola via Roosevelt Field to help address transportation problems in the area known as the Nassau Hub. The full LPA would consist of a route approximately 6.5 miles long, serving about 14 stations in its roughly 28-minute run from Hempstead to Mineola via Roosevelt Field. The LPA was also seen as the option that would best satisfy study goals and objectives by bringing a new transit link to Central Nassau that would help maximize the economic potential of the Hub.

However, recognizing existing financial constraints to construct the full LPA, an Initial Operating Segment (IOS) has been defined as a financially feasible first phase of the LPA for near-term implementation. This IOS would operate using a battery-electric-powered bus rapid transit (BRT) service to connect the Village of Hempstead with Roosevelt Field as the first phase. The Nassau Hub BRT IOS would create a new premium bus service linking key destinations in central Nassau County to the Nassau Hub Innovation District. The IOS was also seen as having independent utility vis-à-vis the full LPA. The project route would be 4 miles long and contain roughly nine BRT stations. The Nassau Hub BRT IOS' southern terminus would be at the Rosa Parks-Hempstead Transit Center located in the Village of Hempstead. The Rosa Parks-Hempstead Transit Center is an intermodal facility, offering convenient and extensive transfers among the local Nassau Inter County Express (NICE) Bus routes and to/from MTA LIRR commuter rail service. The next phase of this study is to update the alignment alternatives connecting the Nassau Hub Innovation District to the LIRR's Main Line. This connection would take advantage of new centers of transit-oriented development in the area (Mineola, Westbury, Hicksville) and enhance commuter rail services resulting from the completion of the LIRR Expansion Project.

PROJECT NAME:

NY ROUTE 347 SAFETY, MOBILITY AND ENVIRONMENTAL IMPROVEMENTS (MULTIPLE CONSTRUCTION CONTRACTS)

SPONSORING AGENCY:

NYSDOT

PURPOSE & NEED

The planning, development, and selection of a preferred alternative in the NY Route 347 Safety and Mobility Improvement Project Final Environmental Impact Statement (FEIS)/Final Section 4(f) evaluation were guided by the following goals: increase safety and efficiency for the traveling public; improve capacity, mobility, and travel time reliability by developing an efficient highway improvement that provides congestion relief within standards or standard design and environmental criteria; and provide a transportation system that fits within project constraints identified through public involvement activities and meets current engineering standards or standard design and environmental criteria. The project goals and objectives were agreed to previously. These goals and objectives function as the guiding principles in the development of a preferred alternative for NY Route 347.

PROJECT DESCRIPTION

Reconstruct NY Route 347 from Hallock Road to CR 97 to improve safety, operations, and mobility for vehicles, pedestrians, bicyclists, and transit users. Reconstruct NY Route 347 from Terry Road to Hallock Road to provide a continuous third travel lane in each direction. Activities associated with the project include improving stormwater runoff, providing a separate shared-use path, and improving a major intersection. The project would enhance bus stops and other amenities and improve pedestrian safety at various intersections with new warning signs, pavement markings, pedestrian countdown timers, and traffic signal backing plates. The project would implement "Green Route" NY Route 347 to increase safety and efficiency for the traveling public, which would entail the construction of a shared use path, installation of planted medians, and the installation of solar lighting at transit stops.

ALTERNATIVES CONSIDERED

FHWA and NYSDOT considered a variety of alternatives for the NY Route 347 Safety and Mobility Improvement Project. Preliminary project alternatives including nine Build Alternatives in addition to a community-based Associated Brookhaven Civic Organizations (ABCO) proposal were pursued earlier in the NY Route 347 reconstruction project. Chapter II and Chapter VIII of the FEIS/Final Section 4(f) Evaluation contain discussions of these previously considered alternatives. These alternatives, proposed in the original corridor planning study report, did not meet project goals and objectives. Subsequently, a supplemental to the original corridor planning study report was developed, and a tenth alternative, the Build Alternative was proposed.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

There are no environmental justice implications.

The environmental factors and benefits that played a role in the selection of the Preferred Alternative were noise, right-of-way acquisition, air quality, energy, surface waters, wetlands, water source quality (groundwater), and general ecology and wildlife. Other environmental factors analyzed that did not play a major role indecision making are discussed in detail in Chapter IV of the FEIS/Final Section 4(f) Evaluation.

NYSDOT and FHWA consulted with the New York State Historic Preservation Office, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. Through the consultation process, it has been determined that 58 Gibbs Pond Road and the Naimia Site (USN 10308.000902) are eligible for listing on the National Register of Historic Places and that the Selected or Preferred Alternative will not have an adverse effect on these sites.

OTHER INFORMATION

Plan Number: NSSC650C

Multiple construction contracts

Future Plan phases include:

PIN 005423 – NY 347 Reconstruction (Gibbs Pond Rd – Hallock Road)	$86.981 million
PIN 0T2155 – NY 347 Reconstruction (Old Town Road – NY 25A)	$49.330 million
PIN 005409 – NY 347 Reconstruction (Hallock Road – CR97)	$36.285 million
PIN 005410 – NY 347 Reconstruction (CR 97 – Old Town Road)	$48.748 million
PIN 005411 – NY 347 Reconstruction (Old Willets Path – NY 454 Split)	$56.720 million
PIN 005412 – NY 347 over CR 97 Interchange Construction	$70.134 million
PIN 0T2493 – NY 25/NY 347 Interchange Reconstruction	$ 57.0 million
PIN 0T2305 – NY 347 Reconstruction (Northern State Parkway – Old Willets Path)	$ 48.500 million
Total Projected Cost ($ million)	$453.698M
Anticipated Fund Sources & Amounts: Federal: $368.913M, State	$84.785M
Projected Completion Year	2034

Additional Major Metropolitan Transportation Investments

Resolution 562 | Resolution 576

PROJECT NAME: HUDSON TUNNEL PROJECT

SPONSORING AGENCY: GATEWAY DEVELOPMENT COMMISSION

PURPOSE & NEED

The existing Northeast Corridor (NEC) rail tunnel beneath the Hudson River is known as the North River Tunnel. Amtrak uses this tunnel for intercity passenger rail service, and NJ TRANSIT uses it for commuter rail service. The approach to the tunnel begins east of NJ TRANSIT's Frank R. Lautenberg Station in Secaucus, New Jersey. East of the Secaucus station, the NEC has two tracks that approach the tunnel on a raised embankment through the towns of Secaucus and North Bergen, New Jersey. Tracks enter a tunnel portal in North Bergen, passing beneath Union City and Weehawken, New Jersey, and the Hudson River before emerging within the Penn Station New York (Penn Station) rail complex in New York City. The tunnel has two separate tubes, each accommodating a single track for electrically powered trains, and extends approximately 2.5 miles from the tunnel portal in North Bergen to Penn Station. Superstorm Sandy in October 2012 damaged the North River Tunnel, and today the tunnel remains compromised. The North River Tunnel is currently safe for use by Amtrak and NJ TRANSIT trains traveling between New Jersey and New York City and beyond. However, it is in poor condition as a result of the storm damage and has required emergency maintenance that disrupts service for hundreds of thousands of rail passengers throughout the region. Despite the ongoing maintenance, the damage caused by the storm continues to degrade systems in the tunnel and can only be addressed through a comprehensive reconstruction of the tunnel. The purpose of the Hudson Tunnel Project (the project) is to preserve the current functionality of Amtrak's NEC service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and Penn Station. For funding and financing purposes, the project consists of the construction of a new Hudson River Tunnel, Hudson Yards Concrete Casing – Section 3 Emergency Services Building (HYCC-Section 3 ESB), and the rehabilitation of the existing North River Tunnel. HYCC-Section 3 is a right-of-way preservation measure, although it is separate and apart from the environmental impact statement prepared for the new Hudson River Tunnel and Rehabilitation of the existing North River Tunnel.

PROJECT DESCRIPTION

The project consists of a new rail tunnel under the Hudson River (referred to as the Hudson River Tunnel), Hudson Yards Concrete Casing – Section 3 Emergency Services Building (HYCC-Section 3 ESB), and the rehabilitation of the existing North River Tunnel. The purpose of the HTP is to preserve the functionality of Amtrak's NEC service and NJ TRANSIT's commuter passenger rail service between New Jersey and PSNY by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and PSNY.

ALTERNATIVES CONSIDERED

Environmental Impact Statement (EIS) for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: In compliance with National Environmental Policy Act (NEPA) and Federal Railroad Administration (FRA) regulations, FRA and NJ TRANSIT conducted a multi-step alternatives development and evaluation process to identify reasonable alternatives to proposed actions that would avoid or minimize adverse effects of these actions on the environment and meet the purpose and need for the project. As the result of this process, two alternatives were identified for analysis in the EIS: the No Action Alternative (in which the North River Tunnel is not rehabilitated) and a single Build Alternative (an alternative that does rehabilitate the North River Tunnel). These two alternatives were analyzed in the Hudson Tunnel Project Final EIS.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

EIS for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: The Final EIS and Final Section 4(f) Evaluation describes the potential social, economic, and environmental effects that may result from the project. Where adverse impacts are identified, measures to mitigate those effects are described. The Final EIS and Final Section 4(f) Evaluation also evaluate and document the project in terms of its compliance with the requirements of Section 4(f).

OTHER INFORMATION

NEPA Status for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: FRA as lead federal agency and NJ TRANSIT and the Port Authority of New York and New Jersey (the Port Authority) as joint agencies issued a Final EIS and Final Section 4(f) Evaluation. Pursuant to 23 USC § 139(n), FRA issued a single document that consists of the Final EIS and Record of Decision (ROD). After consulting with FRA, NJ TRANSIT, and the Port Authority, and reviewing the Final EIS and other NEPA documentation associated with the project, FTA adopted the EIS, and issuing a joint ROD with FRA. NEPA Status for HYCC-Section 3: The environmental review for the HYCC right-of-way preservation project (which includes HYCC-Section 3 and the already constructed HYCC-Section 2) underwent a Supplemental Environmental Assessment in 2014 and received a Finding of No Significant Impact (FONSI) from FRA in November 2014. Since an environmental determination is required from FTA to meet FTA's Capital Investment Grant (CIG) Program requirements, FTA approved Port Authority's request for the Categorical Exclusion for HYCC-Section 3 in 2019.

North Jersey Transportation Planning Authority (NJTPA): The project is included in the fiscally constrained financial element of *Plan 2050: Connecting North Jersey*, which is the regional transportation plan for the NJTPA, the designated metropolitan planning organization (MPO) for northern and central New Jersey. Plan 2050 was adopted by the NJTPA Board of Trustees in September 2022.

New York Metropolitan Transportation Council (NYMTC): The project is included in the fiscally constrained financial element of *Moving Forward; Your Region, Connected*, the Federal Fiscal Years 2022-2050 Regional Transportation Plan for NYMTC, the MPO for New York City, Long Island and the lower Hudson Valley.

Gateway Development Corporation (GDC): GDC is a public authority and government-sponsored authority created in July 2019 when the States of New York and New Jersey enacted the Gateway Development Commission Act in each of the two states. GDC is governed by a Board of Commissioners comprising three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner appointed by Amtrak. GDC is empowered to facilitate and coordinate activities to effectuate the Gateway Program (the Hudson Tunnel Project is an independent element of the larger Gateway Program), including applying for and receiving federal, state, and local funds. Following completion of the Draft EIS, the Port Authority became the Project Sponsor for the Hudson Tunnel Project. On October 21, 2022, the GDC formally notified FTA and FTA that it assumed the roles of HTP CIG Grant Applicant and NEPA Project Sponsor.

TOTAL PROJECTED COST ($B)

TOTAL CONSTRUCTION COST*	$8.062 billion

**The Hudson Tunnel Project's October 2023 Financial Plan has an estimated construction cost of $16.052 billion in year of expenditure dollars. The above figure represents 50% of the cost. Additional costs, in excess of the remaining 50%, are programmed within the NJTPA Regional Transportation Plan.*

ANTICIPATED CONSTRUCTION FUND SOURCES & AMOUNTS*
HUDSON TUNNEL PROJECT (HTP)

Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to $6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project. The State of New York, the Port Authority, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the FRA Federal-State Partnership for Intercity Passenger Rail Grant Program – up to $3.8 billion.

PROJECTED COMPLETION YEARS
The Hudson Tunnel Project estimated completion date is 2038.