

Moving Forward 2055

Connecting Communities, Creating Opportunities

APPENDIX A RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES



NYMTC Regional Transportation Plan
Adopted on September 5, 2025

MOVING FORWARD 2055

RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES

prepared by

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

SEPTEMBER 5, 2025



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LIST OF ACRONYMS

NYMTC	New York Metropolitan Transportation Council
TIP	Transportation Improvement Program
NYCDOT	New York City Department of Transportation
NYSDOT	New York State Department of Transportation
NYCDPR	New York City Department of Parks & Recreation
NYCHPD	New York City Housing Preservation & Development
NYCEDC	New York City Economic Development Corporation
PANYNJ/Port Authority	Port Authority of New York & New Jersey
MTA NYCT	Metropolitan Transportation Authority – New York City Transit
MTA MNR	Metropolitan Transportation Authority – Metro-North Railroad
NYCDCP	New York City Department of City Planning
MTA	Metropolitan Transportation Authority
MTA Bus	Metropolitan Transportation Authority Bus (local, limited-stop, express, and Select Bus Service)
MTA LIRR	Metropolitan Transportation Authority Long Island Rail Road
Gateway	Amtrak Gateway Program
NYSTA	New York State Thruway
CDEA	Coordinated Development Emphasis Areas
HGA	Housing Growth Areas

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RECOMMENDED PROJECTS, PROGRAMS, AND STUDIES

Moving Forward 2055 (or the Plan) recommends numerous projects, programs, and studies for the New York Metropolitan Transportation Council (NYMTC) planning area during the 2026–2055 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 often are 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 2055’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 the Plan's goals, objectives, and policies. The TIP is the enabling document that makes federal reimbursement of project expenses possible.

1.1 FISCALLY CONSTRAINED ELEMENT OF MOVING FORWARD 2055

The fiscally constrained element of *Moving Forward 2055* 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 2055*'s constrained element are considered to be "programmed" and are therefore evaluated for inclusion in the regional mobile source air pollution 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 2055

The vision element of *Moving Forward 2055* 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 2055* also contains recommended studies of different magnitudes that may lead to defined projects, programs of activities, or future policies.

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PROJECT TABLES AND MAPS

The maps and lists that follow in this section 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.

The eleven maps in this section include:

- » Bronx Fiscally Constrained and Vision List Projects
- » Brooklyn Fiscally Constrained and Vision List Projects
- » Manhattan Fiscally Constrained and Vision List Projects
- » Queens Fiscally Constrained and Vision List Projects
- » Staten Island Fiscally Constrained and Vision List Projects
- » New York City, Multi Borough Fiscally Constrained and Vision List Projects
- » Nassau County Fiscally Constrained and Vision List Projects
- » Suffolk County Fiscally Constrained and Vision List Projects
- » Putnam County Fiscally Constrained and Vision List Projects
- » Rockland County Fiscally Constrained and Vision List Projects
- » Westchester County Fiscally Constrained and Vision List Projects

There are no mapped fiscally constrained or vision list projects for Long Island, Multi County or Lower Hudson Valley, Multi-County tables. Given the limitations of these maps in seeing local details, the mapped projects are also available for further viewing in the [Moving Forward 2055 Interactive Map](#).

Table 2.1 Bronx: Fiscally Constrained Element—Projects, Programs, and Studies

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	X77363	NYCBX28C	Bridge	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	NYCDOT	2032	\$411.90	Exempt
2		NYCBX18C	Bridge	Reconstruct Pelham Parkway Bridge over Hutchinson River Parkway (BIN: 2-07584-9)	NYCDOT	2032	\$50.00	Exempt
3	X73179	NYCBX2582C	Construction	I-95 (Bruckner Expressway and New England Thruway) Connectivity and Access Improvements	NYSDOT	2032	\$54.00	Non-Exempt
4		NYCBX2542C	Ped-Bike	Bronx River Greenway 233rd Street Connection	NYCDOT	2032	\$3.38	Exempt
5		NYCBX2363C	Ped-Bike	South Bronx Greenway (Southern Boulevard to 138th Street)	NYCDOT	2031	\$10.99	Exempt
6	XM0907	NYCBX1672C	Recondition & Preservation	Painting of Northbound Bruckner Expressway Viaduct and Ramps Between RFK Bridges and Sheridan Expressway	NYSDOT	2036	\$31.56	Exempt
7	X02707	NYCBX31C	Rehabilitation	Rehabilitation of Westchester Avenue Bridge over Sheridan Expressway: To ensure structural integrity and motorist safety, Bronx County	NYSDOT	2036	\$35.00	Exempt
8	X72032	NYCBX12C	Rehabilitation	Major Deegan Expressway Bridge Rehabilitation from 160th Street to 232nd Street: To ensure structural integrity / motorist safety, Bronx County	NYSDOT	2036	\$79.99	Exempt

Table 2.2 Bronx: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
9	NYCBX7V	Bridge	East 153rd Street Bridge Replacement at Park Avenue	Infrastructure	NYCDOT
10	NYCBX5651V	Mobility	Major Deegan Expressway Integrated Corridor Management from New York City border to the Robert F. Kennedy Bridge	Congestion Mitigation	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
11	NYCBX43V	Recondition & Preservation	Cross Bronx Expressway Corridor Bridge Rehabilitation	Infrastructure	NYSDOT
12	NYCBX47V	Recondition & Preservation	Major Deegan Expressway Corridor Bridge Rehabilitation	Infrastructure	NYSDOT
13	NYCBX51V	Rehabilitation	Rehabilitation of Henry Hudson Parkway from Kappock Street to Westchester County Line	Infrastructure	NYSDOT
14	NYCBX53V	Safety	Hutchinson River Parkway Safety Improvements (Lafayette Avenue to Westchester County Line) and New Bartow Avenue Exit Ramp	Safety & Security	NYSDOT
15	NYCBX2002V	Study	Cross Bronx Connector Road System	Congestion Mitigation	NYSDOT
Transit					
*	NYCBX12854V	Transit	149th Street Select Bus Service	Fairness & Access	NYCDOT
*	NYCBX12855V	Transit	Bronx Bus Bulbs & Bus Stop Accessibility	Safety & Security	NYCDOT
*	NYCBX12859V	Transit	Adaptive Transit Signal Priority (TSP) Demonstration	Congestion Mitigation	NYCDOT
Non-Motorized					
*	NYCBX12860V	Mobility	Hudson River Valley Greenway	Land Use	NYCDOT
16	NYCBX2691V	Mobility	Hutchinson River Parkway Greenway (Pelham Parkway-Westchester County Line)	Land Use	NYCDPR
17	NYCBX2034V	Mobility	Harlem River East Shore Greenway (from RFK Bridge to West 161st Street)	Land Use	NYCDPR, NYCDOT NYCHPD
18	NYCBX1029V	Mobility	South Bronx Greenway-Bruckner Blvd (132nd Street to Bronx River Avenue)	Land Use	NYCDOT
*	NYCBX12883V	Mobility	Pelham Parkway Walkability Enhancement	Safety & Security	TBD
*	NYCBX12884V	Ped-Bike	Northwest Bronx Micromobility	Land Use	TBD
*	NYCBX5660V	Study	Reimagining the Cross Bronx Expressway	Fairness & Access	NYCDOT
*	NYCBX12861V	Study	Harlem River Greenway (Bronx side) Study	Land Use	NYCDOT
*	NYCBX12862V	Study	South Bronx Waterfront Greenway Study	Land Use	NYCDOT
Other					
19	NYCBX64V	Miscellaneous	Hunts Point Emphasis Area (Goods Movement, Economic Development, Access and Pedestrian Safety Issues)	Environmental Impact	NYCEDC, NYCDOT
*	NYCBX12858V	Mobility	Integrated Data Systems and AI Video Analytic Pilots (Demonstration Activities)	Congestion Mitigation	NYCDOT

Figure 2.1 Bronx Fiscally Constrained and Vision Element Projects Map

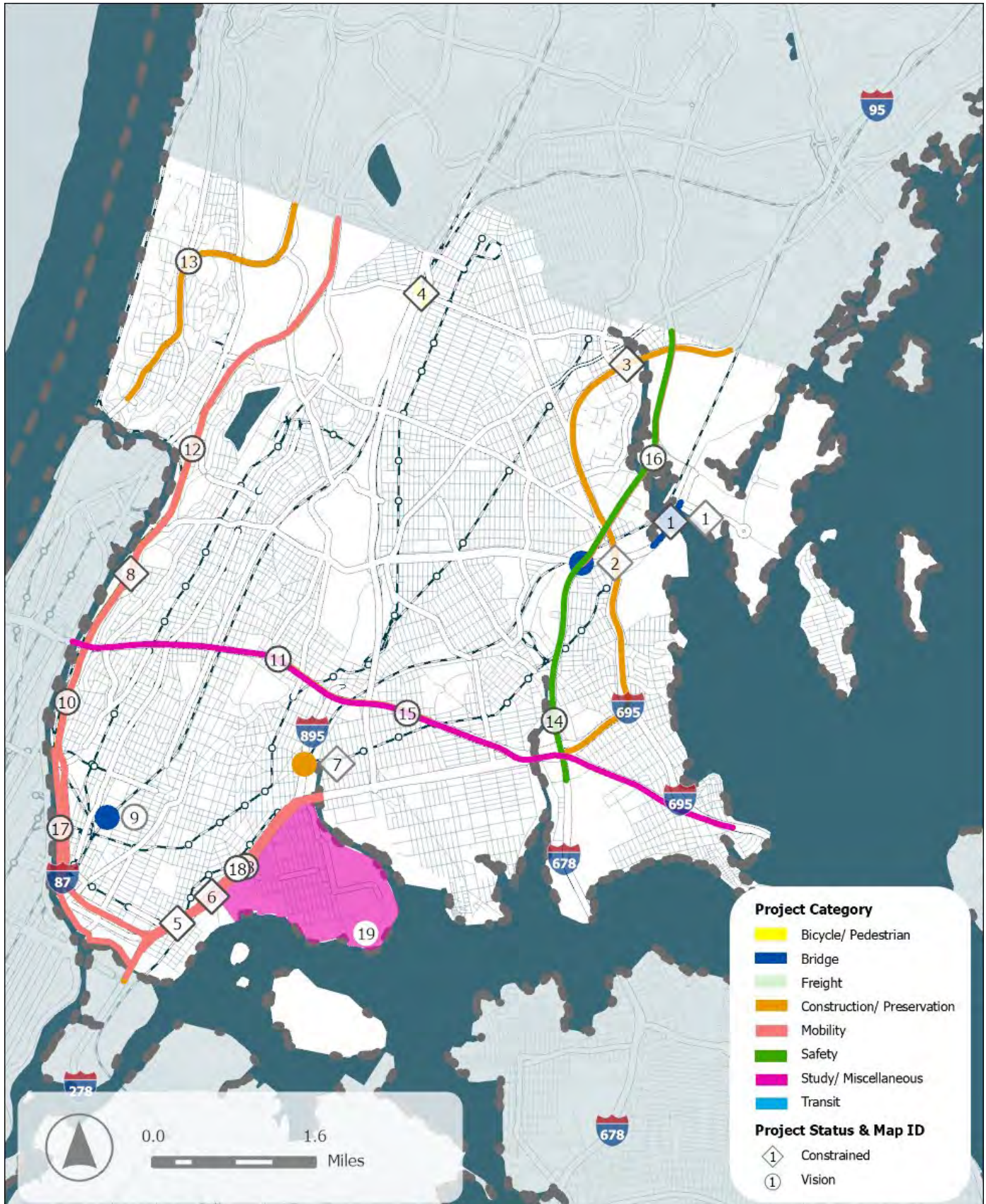


Table 2.3 Brooklyn: Fiscally Constrained Element - Projects, Programs, and Studies

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		NYCBK5322C	Bridge	Beverley Road over MTA NYCT (Brighton Line) (BIN: 2-24310)	NYCDOT	2033	\$47.70	Exempt
2		NYCBK115C	Bridge	Reconstruction of Parkside Avenue and Ocean Avenue Railroad Bridge (BIN: 2-24302-0)	NYCDOT	2035	\$50.64	Exempt
3		NYCBK100C	Bridge	Reconstruction of 21st Avenue Railroad Bridge at 64th Street (BIN: 2-24382-1)	NYCDOT	2035	\$56.34	Exempt
4		NYCBK128C	Bridge	Reconstruction of Union Street Bridge over Gowanus Canal (BIN: 2-2240270)	NYCDOT	2036	\$37.93	Exempt
5		NYCBK2530C	Ped-Bike	Brooklyn Waterfront Greenway, Commercial Street	NYCDOT	2032	\$11.78	Exempt
6	XM0905	NYCBK1677C	Recondition & Preservation	Painting of Meeker Avenue Viaduct and Ramps	NYSDOT	2035	\$24.20	Exempt

Table 2.4 Brooklyn: Vision Element - Projects, Programs, and Studies

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MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
7	NYCBK145V	Bridge	Construct Penny Bridge at Manhattan Avenue/Newtown Creek	Infrastructure	NYCDOT
8	NYCBK102V	Bridge	Reconstruction of Church Avenue Bridge over Brighton Line at East 18th Street	Infrastructure	NYCDOT
9	NYCBK2366V	Bridge	Brooklyn Queens Expressway; Atlantic Avenue to Sands Street	Infrastructure	NYCDOT
*	NYCBK149V	Mobility	Intelligent Transportation System (ITS) Signal Coordination Improvements (Video Analytic Deployment)	Environmental Impact	NYCDOT
*	NYCBK150V	Mobility	ITS Information and Traffic Management (Data Archiving System)	Environmental Impact	NYCDOT
10	NYCBK159V	Mobility	Shore Parkway Strategic ITS installation	Environmental Impact	NYSDOT
11	NYCBK133V	Safety	Atlantic Avenue Safety Improvements Phase 3 (Fort Greene Place to Bedford Avenue)	Safety & Security	NYCDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Transit					
12	NYCBK170V	Transit	Coney Island to South Brooklyn Ferry Service	Fairness & Access	NYCEDC
Non-Motorized					
13	NYCBK876V	Mobility	Brooklyn Waterfront Greenway	Land Use	NYCDOT
14	NYCBK2531V	Mobility	Kent Avenue Build Out (Brooklyn Waterfront Greenway)	Land Use	NYCDOT
15	NYCBK2532V	Mobility	Valentino Pier (Brooklyn Waterfront Greenway)	Land Use	NYCDOT
16	NYCBK2705V	Mobility	Dumbo (Brooklyn Waterfront Greenway)	Land Use	NYCDOT
17	NYCBK2704V	Mobility	Bush Terminal Connector (Brooklyn Waterfront Greenway): 1st Avenue (or 2nd Avenue) Between 39th and 51st Streets	Fairness & Access	NYCDOT
18	NYCBK2076V	Mobility	Shore Parkway Greenway 69th Street to Bay Parkway	Land Use	NYCDPR
19	NYCBK2074V	Mobility	Coney Island Creek Waterfront (Bay 44th Street to Bay 49th Street)	Land Use	NYCDPR
20	NYCBK2069V	Mobility	Coney Island Creek Waterfront (Bay 49th Street to Bay 53rd Street)	Land Use	NYCDPR
*	NYCBK12886V	Mobility	Flatbush Avenue Complete Streets	Land Use	TBD
*	NYCBK12885V	Ped-Bike	Prospect Park West Bike Lane	Land Use	TBD
21	NYCBK162V	Reconstruction	Shore Parkway Waterfront Greenway (Verrazano Bridge to Bay Parkway): Addition of Amenities	Land Use	NYCDPR
*	NYCBK12864V	Study	Historic Brooklyn Greenway Study	Land Use	NYCDOT
Freight					
22	NYCBK186V	Study	Cross Harbor Goods Movement Program - Tier II Environmental Impact Statement (EIS)	Congestion	Port Authority
Other					
*	NYCBK12863V	Mobility	Red Hook Major Waterfront Urban Renewal Infrastructure Upgrade Project	Land Use	NYCDOT

Figure 2.2 Brooklyn Fiscally Constrained and Vision Element Projects Map

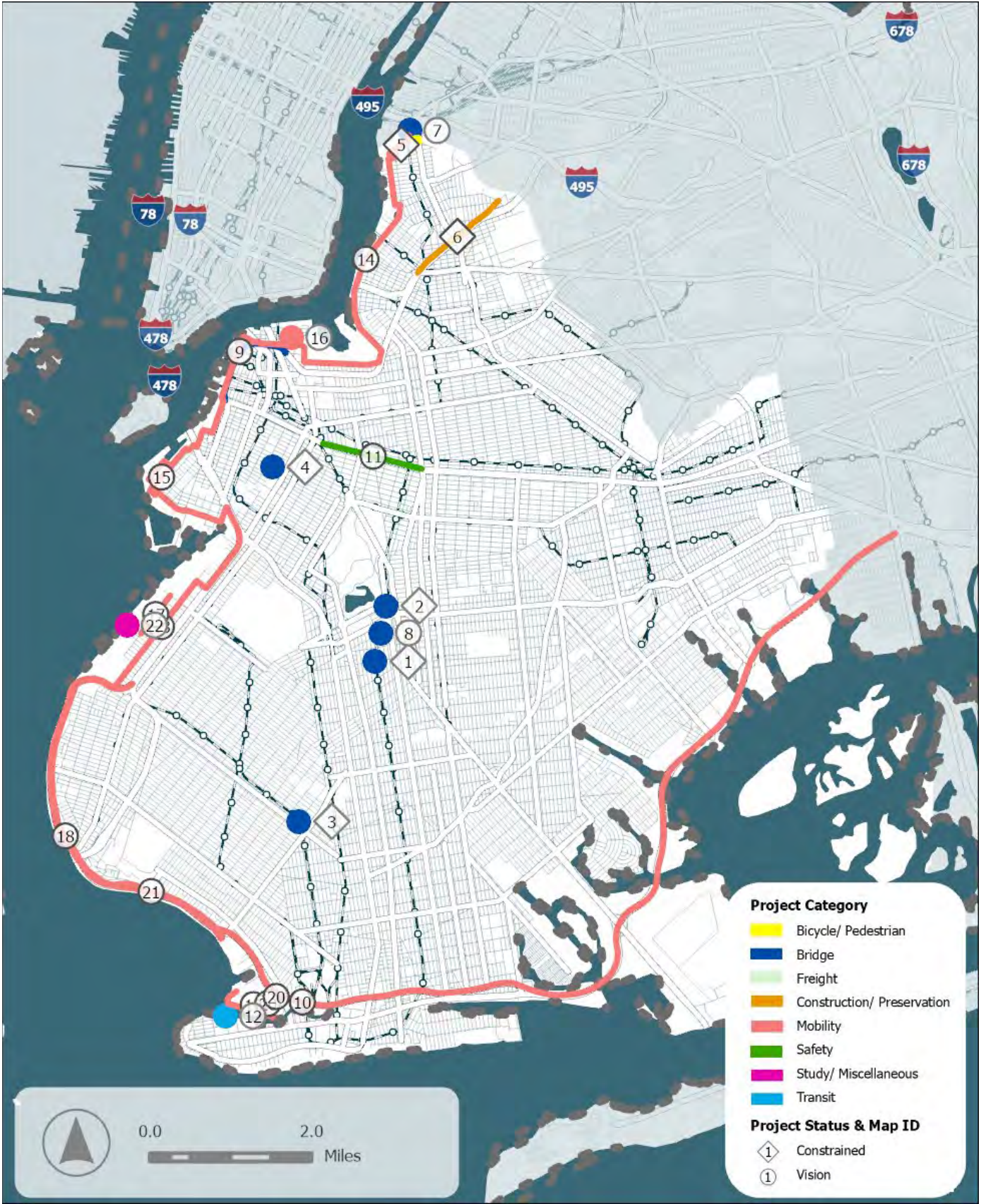


Table 2.5 Manhattan: Fiscally Constrained Element - Projects, Programs, and Studies

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
*		NYCM5601C	Bridge	West 44th Street over Amtrak 39th Street Branch	NYCDOT	2032	\$9.10	Exempt
1	X07156	NYCM2421C	Bridge	Rehabilitate FDR Drive Northbound from 42nd-49th Streets	NYCDOT	2031	\$86.10	Exempt
2	X07157	NYCM5061C	Bridge	Trans-Manhattan Expressway Rehabilitation (Harlem River Drive to George Washington Bridge)	NYCDOT	2031	\$458.54	Exempt
3		NYCM229C	Recondition & Preservation	Rehabilitation of High Line (34th Street to Gansevoort Street)	NYCDPR, NYCEDC	2030	\$80.00	Exempt
4	X07147	NYCM249C	Safety	Southbound Harlem River Drive /FDR Drive Safety and Operational Improvements: East 125th Street to East 116th Street	NYSDOT	2033	\$20.19	Exempt
5		NYCM2663C	Transit	MTA NYCT Second Avenue Subway Phase 2 (Lexington/ 125 Street-96 Street)	MTA NYCT	2032	\$7,699.00	Non-Exempt
6		NYCM2664C	Transit	MTA NYCT Second Avenue Subway Phases 3 and 4 (72 Street-Hanover Square)	MTA NYCT	2055	\$29,929.00	Non-Exempt
7		NYCM2360C	Transit	23rd Street Select Bus Service	NYCDOT	2031	\$50.00	Exempt
8		NYCM12352C	Transit	Midtown Bus Terminal Replacement Project	Port Authority	2040	\$10,000.00	Exempt

Table 2.6 Manhattan: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	NYCM245V	Bridge	Rehabilitation of 11th Avenue over Amtrak 30th Street	Infrastructure	NYCDOT
*	NYCM259V	Mobility	Arterial Operational Improvements in New York City	Congestion	NYSDOT
Transit					
9	NYCM5587V	Transit	Penn Station Expansion and Modernization to Address Future Demand	Infrastructure	Amtrak
10	NYCM1909V	Transit	Grand Central Artery Rehabilitation: Projects to be Identified	Infrastructure	MTA MNR
11	NYCM277V	Transit	Ferry Access Planning - 125th Street Area	Fairness & Access	NYCEDC
12	NYCM278V	Transit	Ferry Access Planning - West 69th Street Area	Fairness & Access	NYCEDC
13	NYCM279V	Transit	Midtown West Intermodal Ferry Terminal Improvements	Infrastructure	NYCEDC
14	NYCM280V	Transit	Pier 79 - Midtown West Intermodal Ferry Improvements	Infrastructure	NYCEDC
Non-Motorized					
15	NYCM2098V	Mobility	Manhattan Waterfront Greenway (East 125th Street to East 135th Street)	Land Use	NYCDPR
16	NYCM2101V	Mobility	Washington Heights approach to Hudson River Valley Greenway; West 165th Street to West 175th Street	Land Use	NYCDPR
17	NYCM2093V	Mobility	Hudson River Greenway (West 179th Street to West 187th Street)	Land Use	NYCDPR
18	NYCM2461V	Mobility	Hudson River Greenway Lighthouse Link (West 180th Street to West 187th Street)	Land Use	NYCDPR
19	NYCM2099V	Mobility	Harlem River Esplanade (145th Street Bridge to 162nd Street)	Land Use	NYCDPR
20	NYCM2095V	Mobility	East Midtown Waterfront Project (East 38th Street to East 54th Street)	Land Use	NYCDPR, NYCDOT, NYCEDC
21	NYCM2094V	Ped-Bike	Manhattan Waterfront Greenway (East 34th Street to East 37th Street)	Land Use	NYCDPR

Figure 2.3 Manhattan Fiscally Constrained and Vision Element Projects Map

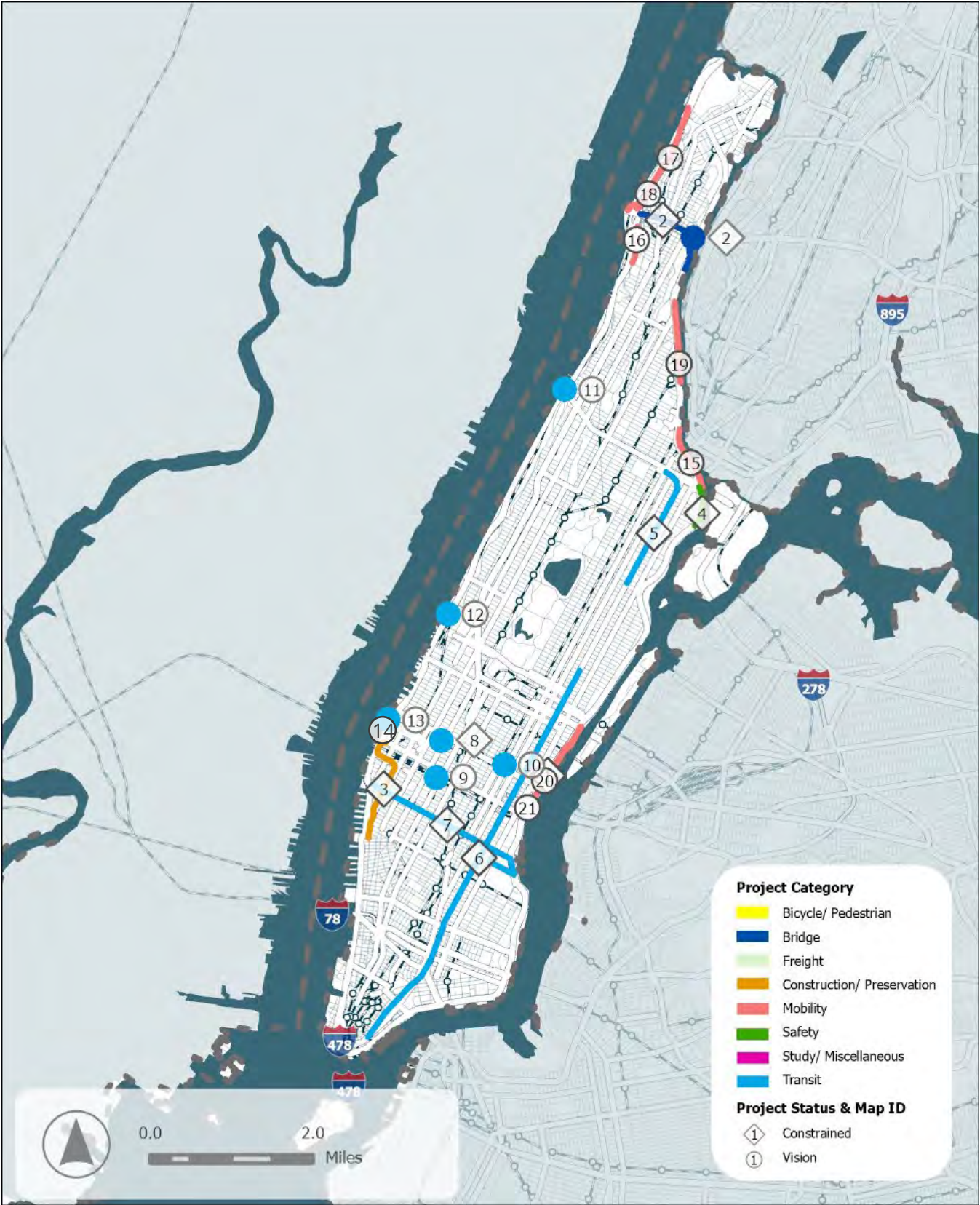


Table 2.7 Queens: Fiscally Constrained Element - Projects, Programs, and Studies

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOY \$)	Air Quality Status
1		NYCQ342C	Bridge	Reconstruction of Linden Boulevard Bridge over Cross Island Parkway	NYCDOT	2033	\$10.79	Exempt
2		NYCQ349C	Bridge	Reconstruction of Woodhaven Boulevard over Atlantic Avenue	NYCDOT	2031	\$66.58	Exempt
3		NYCQ348C	Bridge	Reconstruction of Union Turnpike Bridge over Cross Island Parkway in Queens	NYCDOT	2031	\$62.00	Exempt
4	X77387	NYCQ339C	Bridge	Reconstruction of Hempstead Avenue Bridge over Cross Island Parkway in Queens	NYCDOT	2033	\$141.00	Exempt
5		NYCQ330C	Bridge	Belt Parkway at Cross Island Parkway over Dutch Broadway to 115th Avenue	NYCDOT	2035	\$65.00	Exempt
6		NYCQ331C	Bridge	Reconstruction and Resurfacing of Sunrise Highway Westbound over Belt Parkway Westbound	NYCDOT	2035	\$27.72	Exempt
7	XM0904	NYCQ1697C	Recondition & Preservation	Painting of Van Wyck Expressway Viaduct and Connecting Ramps	NYSDOT	2035	\$42.98	Exempt
8	XM1004	NYCQ1698C	Recondition & Preservation	Painting of Various Bridges at Grand Central Parkway/Van Wyck Expressway Interchange	NYSDOT	2033	\$29.95	Exempt
9	X77044	NYCQ355C	Reconstruction	Van Wyck Expressway/Willets Point Ramps	NYCEDC	2039	\$60.00	Non-Exempt
10	X05158	NYCQ1656C	Rehabilitation	Rehabilitation/Deck Replacement (Clearview Expressway/Grand Central Parkway Interchange): Rehabilitation/Deck Replacement of Seven Bridges at the Clearview Expressway/Grand Central Parkway Interchange	NYSDOT	2035	\$176.83	Exempt
11	X73587	NYCQ2016C	Rehabilitation	Van Wyck Expressway Bridges Rehabilitation	NYSDOT	2035	\$400.10	Exempt
12		NYCQ386C	Transit	Woodhaven Select Bus Service	NYCDOT	2032	\$236.00	Exempt

Table 2.8 Queens: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
13	NYCQ19V	Bridge	Reconstruction of Borden Avenue Bridge over Dutch Kills	Infrastructure	NYCDOT
14	NYCQ2426V	Bridge	Rehabilitation of Woodhaven Boulevard	Infrastructure	NYCDOT
15	NYCQ2918V	Intersection	Intersection Improvements at Maspeth Avenue and Rust Street	Congestion Mitigation	NYCDOT
*	NYCQ12878V	Mobility	Queensboro Bridge ITS deployment	Congestion Mitigation	NYCDOT
16	NYCQ5417V	Mobility	Extend the Long Island Expressway High-Occupancy Vehicle Lanes into Queens	Environmental Impact	NYSDOT
17	NYCQ358V	Mobility	Belt Parkway Corridor ITS Improvement	Congestion Mitigation	NYSDOT
18	NYCQ320V	Recondition & Preservation	Brooklyn Queens Expressway/Grand Central Parkway East Leg Interchange Reconstruction	Infrastructure	NYSDOT
19	NYCQ5426V	Study	Long Island Expwy/Van Wyck Expwy/Grand Central Parkway Interchange Mobility Improvement	Congestion Mitigation	NYSDOT
20	NYCQ5428V	Study	Van Wyck Expressway High-Occupancy Vehicle Lanes Extension to Whitestone Expressway and Long Island Expressway	Environmental Impact	NYSDOT
Transit					
*	NYCQ12852V	Transit	Woodhaven Blvd - Metropolitan Av	Infrastructure	NYCDOT
*	NYCQ12853V	Transit	Jamaica Av Streetscape and Transit Improvements	Infrastructure	NYCDOT
*	NYCQ12856V	Transit	Queens Bus Bulbs & Bus Stop Accessibility	Safety & Security	NYCDOT
21	NYCQ12857V	Transit	Woodhaven Blvd Phase C	Infrastructure	NYCDOT
*	NYCQ12875V	Transit	Flushing Bus Terminal Study	Fairness & Access	NYCDOT
22	NYCQ5582V	Transit	Purchase Buses for Airport Access and Circulation at LaGuardia and Kennedy Airports	Fairness & Access	Port Authority
Non-Motorized					
23	NYCQ2467V	Mobility	Joe Michael's Mile (Fort Totten to Marina)	Land Use	NYCDPR
24	NYCQ2050V	Mobility	Brooklyn/Queens Greenway - Kissena Park Corridor - (Flushing Meadows Park to Kissena Boulevard and 164th Street to Utopia Parkway)	Land Use	NYCDPR
25	NYCQ2048V	Mobility	Cross Island Greenway (104th Avenue to 116th Avenue)	Land Use	NYCDPR
26	NYCQ2692V	Mobility	Laurelton/Cross-Island Greenway (Brookville Park-Long Island Sound)	Land Use	NYCDPR

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
27	NYCQ2693V	Mobility	Southern Parkway/Conduit Boulevard Greenway (Shore Parkway Greenway and Cross Bay Boulevard to Nassau County Line)	Land Use	NYCDPR
28	NYCQ1037V	Mobility	Fort Totten Waterfront Esplanade	Land Use	NYCDPR
29	NYCQ2039V	Mobility	Forest Park Yellow Trail Pedestrian Bridge Over Woodhaven Boulevard	Land Use	NYCDPR
30	NYCQ2463V	Mobility	Alley Pond Park Paths	Land Use	NYCDPR
*	NYCQ12882V	Mobility	NYC Parks QueensWay	Land Use	NYCDPR; NYCEDC
31	NYCQ2048V	Ped-Bike	Conduit-Laurelton-Southern Cross-Island Greenway (116th Avenue to 113th Avenue) and (107th Avenue to 104th Avenue)	Land Use	NYCDPR
*	NYCQ12891V	Ped-Bike	Parsons Boulevard Pedestrian-Bike upgrade	Infrastructure	TBD
*	NYCQ12892V	Ped-Bike	Northern Queens Bike Network Expansion	Land Use	TBD
*	NYCQ12893V	Ped-Bike	Queens micromobility: Bell Boulevard; Ditmars Boulevard	Land Use	TBD
*	NYCQ12876V	Study	Queens Waterfront Greenway Study	Land Use	NYCDOT
*	NYCQ12877V	Study	Southern Queens Greenway Study	Land Use	NYCDOT
Other					
32	NYCQ2424V	Miscellaneous	Rockaway EL-Space Project	Safety & Security	NYCDOT
33	NYCQ357V	Mobility	Airport Access Improvements (JFK and LaGuardia)	Fairness & Access	Port Authority

Figure 2.4 Queens Fiscally Constrained and Vision Element Projects Map

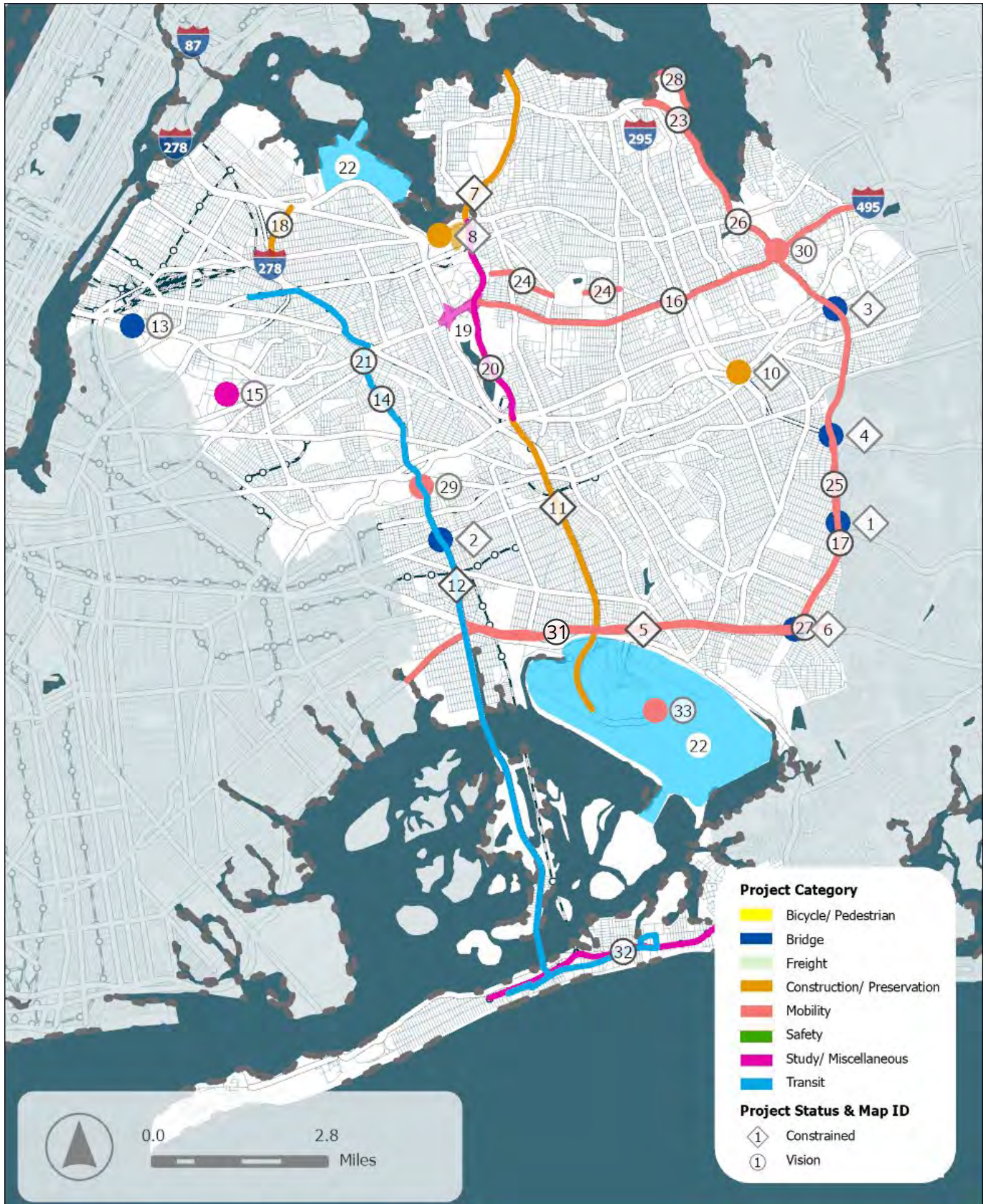


Table 2.9 Staten Island: Fiscally Constrained Element - Projects, Programs, and Studies

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	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	2035	\$6.74	Exempt

Table 2.10 Staten Island: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Roadways					
2	NYCSI5585V	Mobility	Develop a High-Occupancy Vehicle/Integrated Corridor Management System for the West Shore Expressway Corridor	Environmental Impact	NYSDOT
3	NYCSI486V	Reconstruction	Southern West Shore Expressway Access Ramps	Congestion Mitigation	NYSDOT
4	NYCSI5427V	Study	Staten Island Expressway High-Occupancy Vehicle Lanes Extension to Goethals Bridge Feasibility Study	Environmental Impact	NYSDOT
Transit					
*	NYCSI12879V	Transit	New Ferry Vessels	Infrastructure	NYCDOT
*	NYCSI12880V	Transit	Reconstruction of the Ferry Maintenance Facility piers	Resilience	NYCDOT
Non-Motorized					
5	NYCSI2468V	Mobility	Fresh Kills Park Greenway	Land Use	NYCDPR
6	NYCSI2065V	Mobility	Staten Island North Shore Rail Trail (Travis Spur to Snug Harbor)	Land Use	NYCEDC
*	NYCSI12881V	Study	Staten Island Waterfront Greenway Study	Land Use	NYCDOT
Other					
7	NYCSI2005V	Study	MTA Staten Island Railway Corridor Sustainable Development Study	Land Use	NYCDCP

Figure 2.5 Staten Island Fiscally Constrained and Vision Element Projects Map

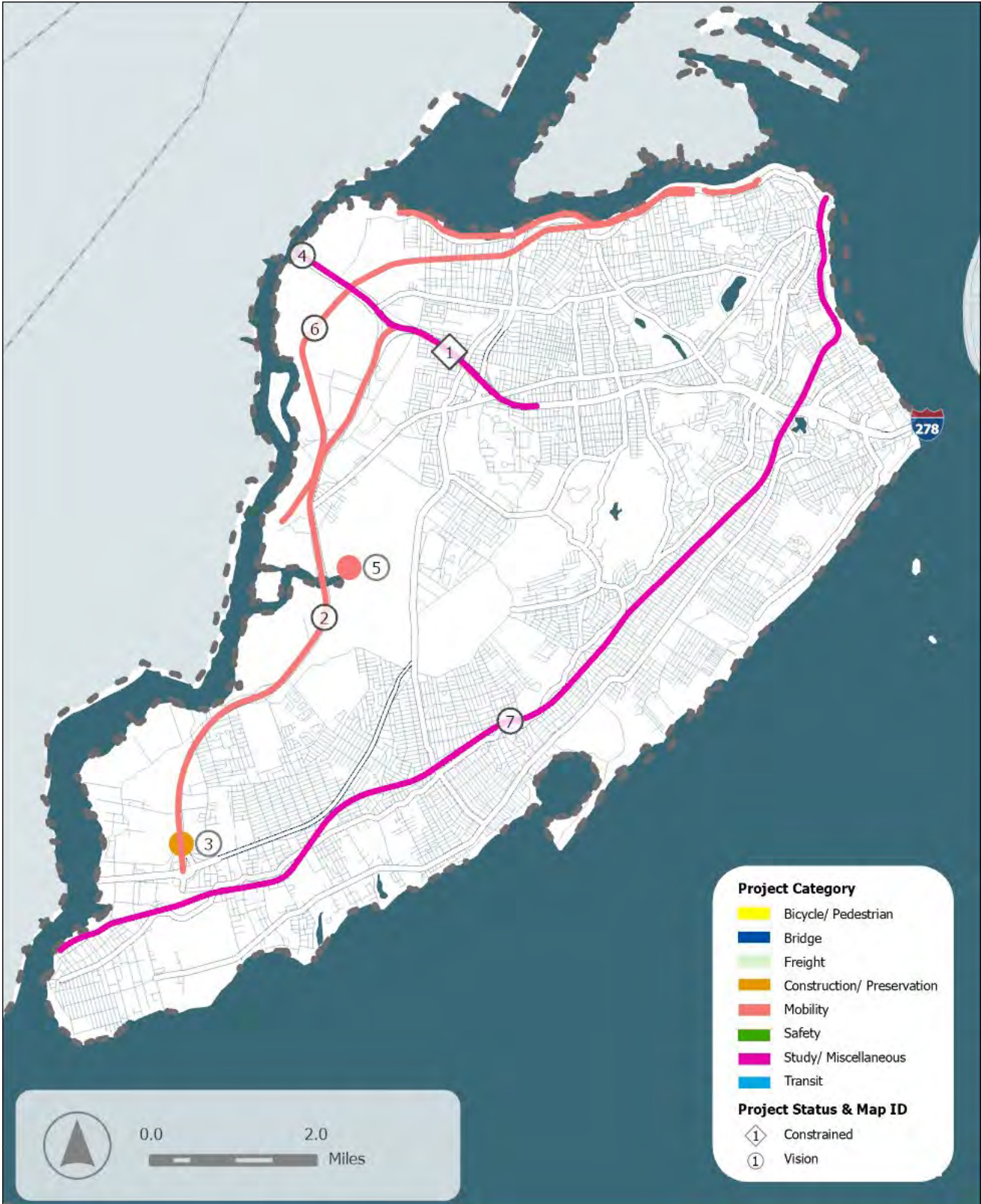


Table 2.11 New York City, Multi-Borough: Fiscally Constrained Element - Projects, Programs, and Studies

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOY \$)	Air Quality Status
1		NYCMB12190C	Transit	Interborough Express	MTA	2032	\$5,500.00	Non-Exempt
2	X72046	NYCMB123C	Bridge	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)	NYCDOT	2033	\$160.00	Exempt
*		NYCMB5594C	Freight	Urban Freight Consolidation Hubs - Citywide	NYCDOT	2031	\$1.50	Exempt
*		NYCMB1768C	Miscellaneous	Expansion of Off-Hour Truck Delivery Program	NYCDOT	2031	\$11.40	Exempt
*		NYCMB5407C	Mobility	Neighborhood Loading Zones Citywide Expansion	NYCDOT	2032	\$0.12	Exempt
*		NYCMB575C	Mobility	Coordinated Intelligent Transportation System Deployment in New York City (CIDNY)	NYCDOT, NYSDOT	2033	\$204.32	Exempt
3		NYCMC2714C	Transit	Hudson Tunnel Project: Construction of new Hudson Tunnel, Rehabilitation of the Existing North River Tunnel and Construction of Hudson Yards Concrete Casing	Gateway	2038	\$8,021.00	Exempt
*		NYCMB613C	Transit	MTA Bus Systemwide Upgrade of Fleets, Depots, and Engineering Improvements through the remaining projects that were identified in the 2020-2024 MTA Capital Program	MTA Bus	2031	\$180.64	Exempt
*		NYCMB5127C	Transit	Americans with Disability Act (ADA) Accessibility at Subway Stations: Making subway stations ADA accessible through the remaining projects that were identified in the 2020-2024 MTA Capital Program	MTA NYCT	2031	\$2,471.66	Exempt
*		NYCMB5431C	Transit	Upgrade Station Circulation to Meet Customer Demand: Upgrading subway station circulation to match current ridership needs including installing low and wide turnstiles	MTA NYCT	2031	\$19.64	Exempt
*		NYCMB5430C	Transit	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	2031	\$80.52	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		NYCMB5605C	Transit	Signal Modernization. Candidate corridors include: 8th Avenue, Queens Boulevard East, 6th Avenue, 63rd Street, Crosstown, Fulton; Related Interlockings and Carborne Equipment	MTA NYCT	2033	\$4,034.04	Exempt
*		NYCMB12895C	Transit	MTA Bus Systemwide Upgrade of Fleets, Depots, and Engineering Improvements through the projects that were identified in the 2025-2029 MTA Capital Program	MTA Bus	2032	\$453.70	Exempt
*		NYCMB12896C	Transit	Install modern fare gates to improve fare compliance, system accessibility, and passenger flow; including stand-alone installations and installations integrated with ADA accessibility investments	MTA NYCT	2031	\$1,100.00	Exempt
*		NYCMB12897C	Transit	Americans with Disability Act (ADA) Accessibility at Subway Stations: Making subway stations ADA accessible through the projects that were identified in the 2025-2029 MTA Capital Program	MTA NYCT	2034	\$6,461.00	Exempt
*		NYCMB12898C	Transit	Signal Modernization. Candidate corridors include: Rockaway, Liberty, Broadway/Astoria, and Nassau lines; Related Interlockings and Carborne Equipment	MTA NYCT	2036	\$4,827.60	Exempt
*		NYCMB12900C	Transit	MTA NYCT Systemwide Upgrade of Fleet, Passenger Stations, Track, Line Equipment, Line Structures, Signals, Communications, Traction Power, Shops, Yards, Depots, Technology, and Facilities through the remaining projects that were identified in the 2020-2024 MTA Capital Program	MTA NYCT	2032	\$7,101.82	Exempt
*		NYCMB12899C	Transit	MTA NYCT Systemwide Upgrade of Fleet, Passenger Stations, Track, Line Equipment, Line Structures, Signals, Communications, Traction Power, Shops, Yards, Depots, Technology, and Facilities through the projects that were identified in the 2025-2029 MTA Capital Program	MTA NYCT	2034	\$34,997.40	Exempt
*	X76886	NYCMB6085C	Transit	Bus Stop Accessibility Program	NYCDOT	2031	\$1.80	Exempt

Table 2.12 New York City, Multi-Borough: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	NYCMB45V	Bridge	Harlem River Bridges Major Rehabilitation	Infrastructure	NYCDOT
*	NYCMC5239V	Bridge	Outerbridge Crossing Replacement	Congestion Mitigation	Port Authority
*	NYCMB598V	Miscellaneous	Installation of Street Lighting	Safety & Security	NYCDOT
*	NYCMB586V	Mobility	Installation of Traffic Signals	Congestion Mitigation	NYCDOT
*	NYCMB2435V	Mobility	Smart Light Expansion	Environmental Impact	NYCDOT
*	NYCMB2437V	Mobility	Advanced Traffic Management	Environmental Impact	NYCDOT
*	NYCMB991V	Mobility	Traffic Signal Retiming	Environmental Impact	NYCDOT
*	NYCMB12871V	Mobility	Intersection Traffic Safety improvement	Safety & Security	NYCDOT
*	NYCMB12872V	Mobility	Deploy ITS systems along Jackie Robinson and Belt Parkway	Environmental Impact	NYCDOT
*	NYCMB12873V	Mobility	Connected Streetlights	Environmental Impact	NYCDOT
*	NYCMB154V	Study	Parking Management Studies	Environmental Impact	NYCDOT
*	NYCMB2441V	Study	Traffic Congestion Reduction Study Citywide	Congestion Mitigation	NYCDOT
Transit					
*	NYCMB590V	Mobility	Bus Hub Study	Fairness & Access	NYCDOT
*	NYCMB591V	Mobility	Bus Stops Under the EL Citywide	Fairness & Access	NYCDOT
*	NYCMB2397V	Mobility	Small Scale Park & Ride Facilities	Fairness & Access	NYSDOT
*	NYCMB2023V	Study	Advance the Recommendations of the Amtrak Northeast Corridor Futures Study	Fairness & Access	Amtrak
*	NYCMB12894V	Study	Advance evaluation and development of promising improvement and expansion projects.	Land Use	MTA
5	NYCMB2022V	Transit	Amtrak Gateway Project	Fairness & Access	Amtrak
*	NYCMB5432V	Transit	Bus Network Redesign	Fairness & Access	MTA NYCT
*	NYCMB2921V	Transit	Signal Modernization on Remaining Subway Lines	Congestion Mitigation	MTA NYCT
*	NYCMB12867V	Transit	Next Generation Real Time Passenger Information	Congestion Mitigation	NYCDOT
*	NYCMB12868V	Transit	Modernization of the Ferry Terminals	Infrastructure	NYCDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
*	NYCMB12869V	Transit	Reconstruction and Reconfiguration of the Landing Slips at Whitehall and St. George Ferry Terminal	Resilience	NYCDOT
*	NYCMB2021V	Transit	Trans-Hudson Bus System Improvements	Congestion Mitigation	Port Authority
*	NYCMB12887V	Transit	Bus lanes/prioritization: Queens Plaza; Hillside Avenue (Queens); Lafayette Avenue (Brooklyn); Flatbush Avenue (Brooklyn)	Congestion Mitigation	TBD
Non-Motorized					
*	NYCMB600V	Miscellaneous	Streets as Public Spaces - Citywide	Land Use	NYCDOT
*	NYCMB2592V	Mobility	Bike Parking Stations	Land Use	NYCDOT
*	NYCMB596V	Mobility	Public Plaza Improvements	Land Use	NYCDOT
*	NYCMB2434V	Mobility	Green Cabinet	Environmental Impact	NYCDOT
*	NYCMB3205V	Mobility	Installation of Accessible Pedestrian Signals	Safety & Security	NYCDOT
6	NYCMB2046V	Mobility	Conduit-Laurelton-Southern Cross-Island Greenway (Liberty Avenue to Cohancy Street)	Land Use	NYCDPR
7	NYCMB2459V	Mobility	Jamaica Bay Greenway/Shore Parkway Greenway Improvements (Knapp Street to Cross Bay Blvd.)	Land Use	NYCDPR
*	NYCMB5588V	Ped-Bike	Advance the Pedestrian/Bicycle Network Development Programs	Land Use	NYCDOT
8	NYCMB2046V	Ped-Bike	Conduit Greenway (Jamaica Avenue to Cohancy Street)	Land Use	NYCDPR
*	NYCMB2032V	Ped-Bike	Hudson River Greenway from Inwood Hill Park to the Westchester County Line	Land Use	NYCDPR
*	NYCMB12870V	Safety	Raised Crosswalks	Safety & Security	NYCDOT
*	NYCMB2442V	Study	Citywide Greenway Plan	Land Use	NYCDOT
Freight					
*	NYCMB5595V	Freight	Commercial Cargo Bikes Program Expansion	Environmental Impact	NYCDOT
9	NYCMB5591V	Freight	Increase Truck Parking Charging at Kennedy Port & Airport Facilities	Environmental Impact	Port Authority
*	NYCMB2566V	Miscellaneous	Expansion of Truck Weigh-in-Motion Program	Infrastructure	NYCDOT
*	NYCMB2564V	Mobility	Truck Route Network Redesign	Congestion Mitigation	NYCDOT
*	NYCMC5405V	Mobility	New York City Urban Freight Data Collection Program	Congestion Mitigation	NYCDOT
*	NYCMB5408V	Mobility	Smart Truck Management Plan Implementation	Congestion Mitigation	NYCDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
*	NYCMB2006V	Mobility	Improve Access and Performance for the Howland Hook Marine Terminal	Infrastructure	Port Authority
*	NYCMC2453V	Mobility	Advance the Port Authority's Goods Movement Action Program Initiatives	Congestion Mitigation	Port Authority
*	NYCMB5409V	Study	Evaluate Shared-Use Storage Locker Solutions for Improved Last-Mile Goods Delivery	Land Use	NYCDOT
*	NYCMB5403V	Study	Potential to Allow Commercial Vehicles on Parkways	Congestion Mitigation	NYCDOT
*	NYCMB2703V	Study	Industrial Business Zone Parking Study	Land Use	NYCDOT
Other					
*	NYCMB5444V	Miscellaneous	Installation of Alternative Fuels Infrastructure	Environmental Impact	NYCDOT
*	NYCMB2565V	Miscellaneous	Expansion of New York City Clean Truck Program	Environmental Impact	NYCDOT
*	NYCMB2446V	Mobility	Innovative Curb Management Citywide	Land Use	NYCDOT
*	NYCMB5400V	Mobility	Green Wave Plan Implementation Citywide	Environmental Impact	NYCDOT
*	NYCMB585V	Mobility	GPS-Based Traffic Data Citywide	Environmental Impact	NYCDOT
*	NYCMB2436V	Mobility	Vehicle to Everything Deployment (V2X)	Environmental Impact	NYCDOT
*	NYCMB2591V	Mobility	EL-Space Program Expansion	Environmental Impact	NYCDOT
*	NYCMB12866V	Mobility	Integrating ITS Systems and Video Analytics	Environmental Impact	NYCDOT
*	NYCMB12874V	Mobility	Advance Blue Highways Pilot Program	Congestion Mitigation	NYCDOT
*	NYCMB2433V	Safety	Vision Zero – Citywide Safety and Great Streets	Safety & Security	NYCDOT
*	NYCMB5410V	Safety	Truck Safety Priority Corridors (Vision Zero)	Safety & Security	NYCDOT
*	NYCMB5589V	Safety	Expand and Enhance Truck Obstructed Vision Areas Awareness Education Training	Safety & Security	NYCDOT
*	NYCMB611V	Study	Additional Urban Corridor Planning Studies	Land Use	MTA
*	NYCMB5586V	Study	Comparative Evaluation of Potential Projects	Land Use	MTA
*	NYCMB2440V	Study	Transportation Safety Improvements Study Citywide	Safety & Security	NYCDOT
*	NYCMB2469V	Study	Transportation to Support Affordable Housing	Fairness & Access	NYCDOT

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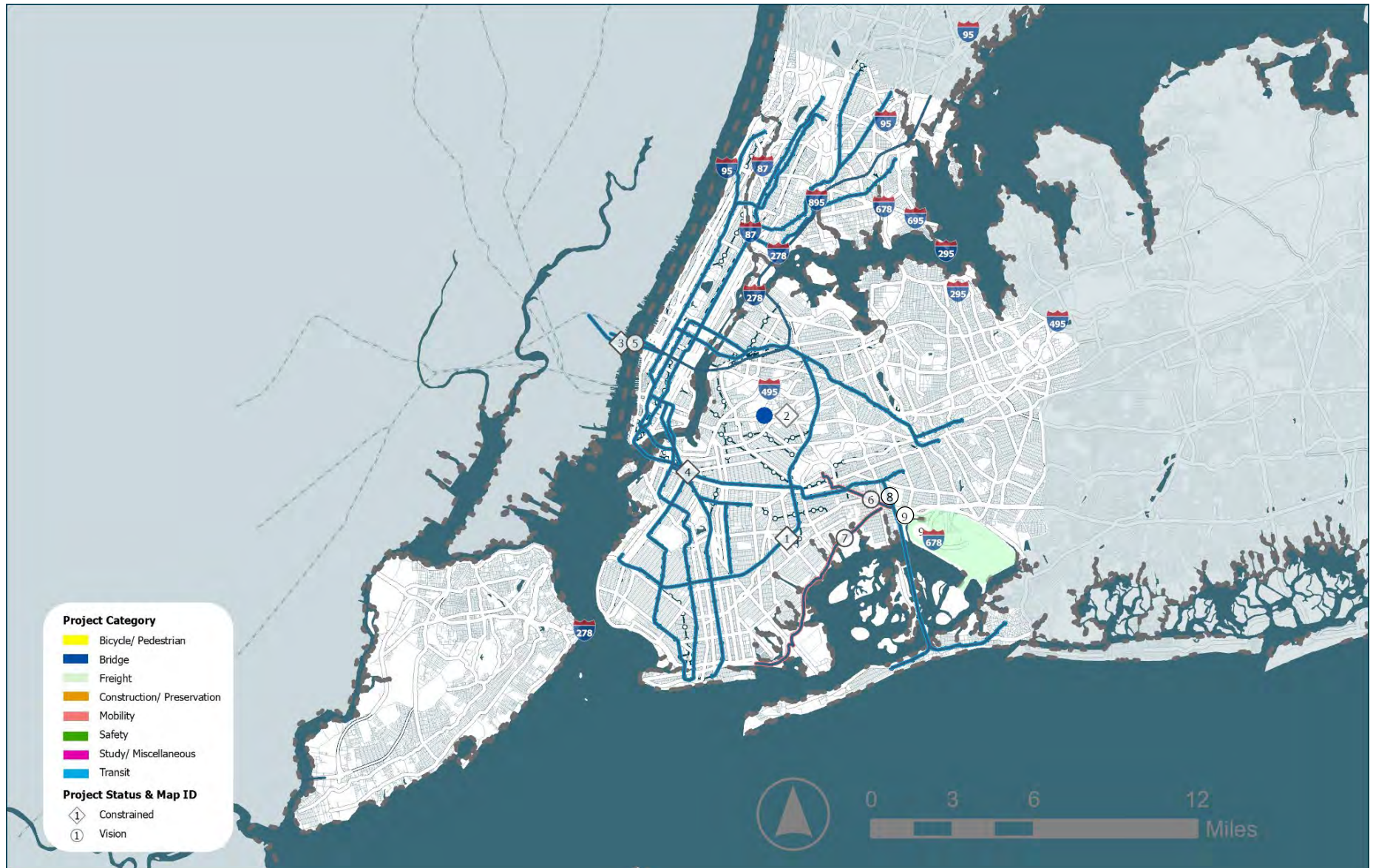


Table 2.13 Nassau County: Fiscally Constrained Element - Projects, Programs, and Studies

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOY \$)	Air Quality Status
1	015625	NSNC3293C	Bridge	NY107 over I-495 Bridge Replacement	NYSDOT	2033	\$36.00	Exempt
2	082498	NSNC1787C	Construction	Purchase Transit Vehicles to Provide a New BRT-Type Service between Hempstead Village and Roosevelt Field via the Nassau Hub in Central Nassau County	Nassau County	2035	\$40.00	Exempt
*	076165	NSNC4954C	Recondition & Preservation	Nassau County Resurfacing Program: Rehabilitate existing road pavement (locations TBD)	Nassau County	2030	\$5.00	Exempt
15	053491	NSNC13036C	Safety	Southern State Parkway/Meadowbrook State Parkway Interchange Safety Enhancement, Town of Hempstead, Nassau County	NYSDOT	2033	\$245.00	Exempt

Table 2.14 Nassau County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	NSNC1791V	Mobility	Incident Management System	Congestion Mitigation	Nassau County
*	NSNC624V	Mobility	Study of Parking Supply and Management to Support Local Downtown Revitalization initiatives	Land Use	Nassau County
3	NSNC2376V	Mobility	Wantagh Parkway - Cedar Creek Park to Brush Hollow Road	Safety & Security	NYSDOT
4	NSNC2697V	Mobility	Seaford-Oyster Bay Expressway (NY 135) ITS (NY25 to Merrick Road)	Environmental Impact	NYSDOT
5	NSNC12376V	Mobility	Jerusalem Avenue over Meadowbrook State Parkway Bridge Widening	Infrastructure	NYSDOT
6	NSNC12377V	Mobility	Southern State Parkway at Meadowbrook State Parkway Interchange Reconstruction	Congestion Mitigation	NYSDOT
7	NSNC626V	Reconstruction	Meadowbrook State Parkway at NY 24: Interchange reconstruction	Congestion Mitigation	NYSDOT
8	NSNC631V	Reconstruction	Southern State Parkway at Peninsula Boulevard: Reconstruct interchanges	Congestion Mitigation	NYSDOT
*	NSNC1793V	Traffic	Traffic Signal and Communication Replacement and Expansion Program	Environmental Impact	Nassau County
*	NSNC2406V	Traffic	Nassau County Variable Message Signs Phase 2	Congestion Mitigation	Nassau County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
*	NSNC4812V	Traffic	Variable Message Signs Phase 3	Congestion Mitigation	Nassau County
9	NSNC629V	Traffic	NY 27 - Central Avenue to Unqua Road: Signal Optimization and Intersection Improvements	Environmental Impact	NYSDOT
10	NSNC630V	Traffic	Southern State Parkway - Meadowbrook State Parkway to Wantagh Avenue: Operational Improvements	Congestion Mitigation	NYSDOT
*	NSNC5646V	Mobility	Glen Cove Road/NY107 Integrated Corridor Management	Congestion Mitigation	NYSDOT
*	NSNC5647V	Mobility	Hempstead Turnpike/NY24 Integrated Corridor Management	Congestion Mitigation	NYSDOT
*	NSNC5649V	Mobility	Route 878 Integrated Corridor Management	Congestion Mitigation	NYSDOT
Transit					
*	NSNC5418V	Miscellaneous	Assess Opportunities for Enhancing North-South Transit Services	Fairness & Access	Nassau County
*	NSNC12840V	Transit	Bus Service Improvements - The Sands Shopping Center	Fairness & Access	TBD
*	NSNC12841V	Transit	Bus Service Improvements - Mercy Medical Center and Molloy College	Fairness & Access	TBD
*	NSNC12842V	Transit	Bus Service Improvements - Main Street and Bedell Street in Hempstead	Fairness & Access	TBD
*	NSNC12843V	Transit	Bus Service Improvements - Prospect Avenue and Maple Avenue near Veterans Memorial Park	Fairness & Access	TBD
*	NSNC12844V	Transit	Bus Service Improvements - Port Washington, Sea Cliff, and Glen Cove	Fairness & Access	TBD
*	NSNC12845V	Transit	Bus Service Improvements - NY25A and Susquehanna Avenue in North Hempstead	Fairness & Access	TBD
*	NSNC12846V	Transit	Bus Service Improvements - Business Park on Froehlich Farm Boulevard	Fairness & Access	TBD
Non-Motorized					
*	NSNC623V	Mobility	Expansion of Bicycle Routes/Paths Study: Connecting Key Destinations and Parkway Corridors	Land Use	Nassau County
11	NSNC1994V	Ped-Bike	Advance the Recommendations of the Hicksville Complete Streets Study	Land Use	Nassau County
12	NSNC1995V	Ped-Bike	Long Island Motor Parkway Trail	Land Use	Nassau County
13	NSNC1997V	Ped-Bike	Sunrise Trail: Valley Stream to Massapequa Park	Land Use	NYSDOT
14	NSNC2374V	Ped-Bike	Meadowbrook Parkway Bikeway - Nassau Hub to Jones Beach	Land Use	NYSDOT

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
*	NSNC1993V	Ped-Bike	Port Washington Peninsula Bicycle Emphasis Area	Land Use	N. Hempstead
*	NSNC1795V	Safety	Traffic Calming and Safety Improvements	Safety & Security	Nassau County
Other					
*	NSNC5420V	Miscellaneous	Develop an Overarching Clean Trucks/Clean Public Fleets Program	Environmental Impact	Nassau County
*	NSNC1792V	Mobility	Countywide Traffic and Transportation Education Campaign	Safety & Security	Nassau County
*	NSNC1794V	Safety	Countywide Sign Inventory	Infrastructure	Nassau County
*	NSNC12839V	Safety	Long Island Sound Resilience Initiative	Resilience	TBD
*	NSNC1797V	Study	Extreme Weather and Sea Level Rise Impacts on County Transportation Assets and Infrastructure	Resilience	Nassau County

Figure 2.7 Nassau County Fiscally Constrained and Vision Element Projects Map

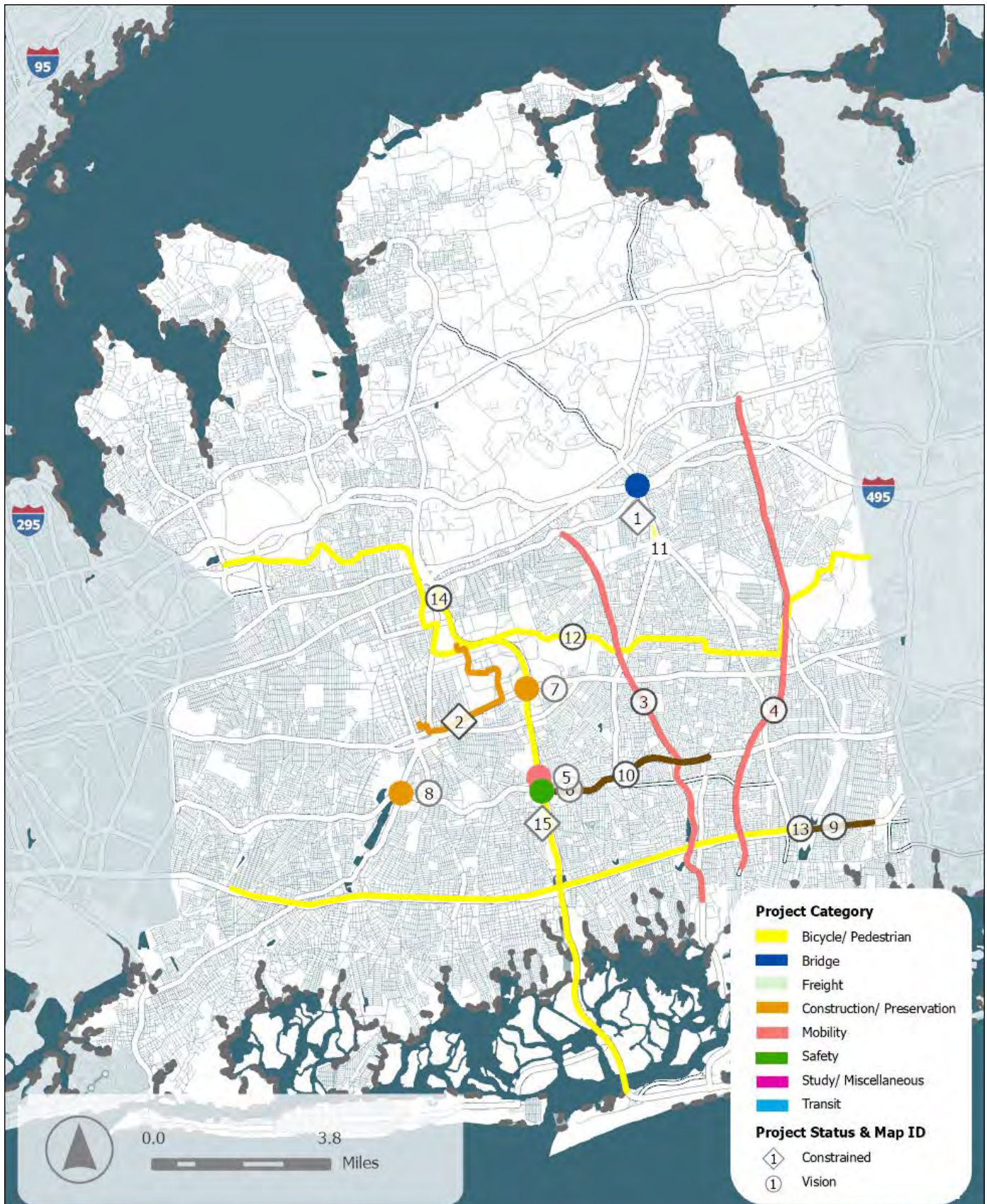


Table 2.15 Suffolk County: Fiscally Constrained Element - Projects, Programs, and Studies

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	075978	NSSC660C	Bridge	CR46 (William Floyd Parkway) over Narrow Bay Bridge Replacement	Suffolk County	2030	\$129.00	Exempt
2		NSSC2105C	Mobility	NY347 Shared Use Path (Hauppauge to Port Jefferson Station)	NYSDOT	2039	Cost included in project phases	Exempt
3	005411	NSSC1603C	Reconstruction	NY347 Reconstruction - Old Willets Path to NY454 Split	NYSDOT	2032	\$95.40	Non-Exempt
4	0T2305	NSSC1604C	Reconstruction	NY347 Reconstruction - Northern State Parkway to Old Willets Path	NYSDOT	2034	\$73.10	Non-Exempt
5	0T2155	NSSC1599C	Reconstruction	NY347 Reconstruction: Old Town Road to NY25A: Improve safety, operation, and mobility for vehicles, pedestrians, bicyclists and transit users	NYSDOT	2035	\$75.90	Non-Exempt
6	0T2493	NSSC647C	Reconstruction	NY25 over NY347 Interchange Construction	NYSDOT	2035	\$83.60	Non-Exempt
*	0T1889	NSSC5818C	Bridge	Preventative Maintenance Bridge Repairs (Town of Brookhaven): » William Floyd Parkway over NY27 » LIE Service Road eastbound & westbound over CR97 » I-495 eastbound & westbound over William Floyd Parkway	NYSDOT	2030	\$11.20	Exempt
*	0T1845	NSSC5817C	Bridge	Bridge Rehabilitation (Town of Islip): » Sagtikos Parkway southbound to Southern Parkway eastbound over Southern Parkway westbound » Southern Parkway westbound over Sagtikos Parkway northbound » Sagtikos Parkway southbound to Southern Parkway eastbound over Sagtikos Parkway northbound	NYSDOT	2031	\$12.47	Exempt
17	005928	NSSC666C	Traffic	NY27 Oakdale Merge Planning/Preliminary Engineering, Town of Islip	NYSDOT	2028	\$8.00	Exempt

Table 2.16 Suffolk County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	NSSC12838V	Construction	East Marion flooding along NY 25	Resilience	NYSDOT
7	NSSC672V	Intersection	Glen Cove Road (NY25) to NY 454 Intersection Improvements	Congestion Mitigation	NYSDOT
8	NSSC684V	Intersection	NY25 and NY110 Intersection Improvements	Congestion Mitigation	NYSDOT
*	NSSC5604V	Mobility	I-495 at Crooked Hill Road Interchange Construction Phase II	Congestion Mitigation	NYSDOT
9	NSSC644V	Mobility	NY25 - CR83 to Coram Road: Improve mobility for pedestrians, bicycles, and vehicles	Congestion Mitigation	NYSDOT
10	NSSC651V	Mobility	NY454 and NY27 ITS	Environmental Impact	NYSDOT
11	NSSC667V	Mobility	NY27 - Oakdale Merge Ramp Metering	Congestion Mitigation	NYSDOT
*	NSSC669V	Mobility	Expand Travel Time System: Parkways and Long Island Expressway	Congestion Mitigation	NYSDOT
*	NSSC673V	Mobility	Various Limited Access Roads: ramp metering	Congestion Mitigation	NYSDOT
*	NSSC5642V	Mobility	NY27 Integrated Corridor Management	Congestion Mitigation	NYSDOT
*	NSSC5643V	Mobility	NY454 Integrated Corridor Management	Congestion Mitigation	NYSDOT
*	NSSC5644V	Mobility	CR97/Nicholls Road Integrated Corridor Management	Congestion Mitigation	Suffolk County
12	NSSC1126V	Safety	NY111 Safety Improvements - Townline Road to NY347	Safety & Security	NYSDOT
13	NSSC664V	Safety	NY27-Exit 43 and Exit 44 Safety/Access Improvements	Safety & Security	NYSDOT
14	NSSC654V	Traffic	Sagtikos State Parkway Operational Improvements	Congestion Mitigation	NYSDOT
15	NSSC663V	Traffic	NY25A: St. Johnland Road to North Country Road Operational Improvements	Congestion Mitigation	NYSDOT
16	NSSC665V	Traffic	NY27 - NY112 to Wading River Road Operational Improvements	Congestion Mitigation	NYSDOT
18	NSSC674V	Traffic	NY454 Operational Improvements	Congestion Mitigation	NYSDOT
19	NSSC1781V	Traffic	CR83 Reconstruction - Long Island Expressway to NY25A	Infrastructure	Suffolk County
20	NSSC12363V	Traffic	CR97 Reconstruction – NY27 to Pond Path: Add Lane Capacity	Infrastructure	Suffolk County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Transit					
*	NSSC12847V	Mobility	Village of Northport Park & Ride	Land Use	TBD
*	NSSC12848V	Mobility	Lloyd Harbor Park & Ride	Land Use	TBD
*	NSSC679V	Transit	Implement Sustainable East End Development Strategies Study (SEEDS) Transit Recommendations	Land Use	NYSDOT
21	NSSC2381V	Transit	MacArthur Airport North Terminal and Plane-to-Train	Fairness & Access	Suffolk County
*	NSSC5421V	Transit	Continue implementation and enhancement of the new Suffolk County Transit (SCT) fixed route bus network. Introduce real-time bus information, enhance fare collection/ media, identify transit priority corridors, and leverage SCT growth to increase State operating assistance.	Fairness & Access	Suffolk County
28	NSMC5385C	Transit	Ocean Avenue and Pond Road Grade Crossing Elimination – Planning, Preliminary Engineering and NEPA Activities	Safety & Security	MTA LIRR
Non-Motorized					
22	NSSC2379V	Mobility	Robert Moses Causeway Bikeway: Ocean Parkway to Montauk Highway	Land Use	NYSDOT
*	NSSC12837V	Ped-Bike	Conklin St/NY24 Pedestrian Improvements	Safety & Security	NYSDOT
*	NSSC5424V	Ped-Bike	Advance Bicycle-Pedestrian Master Plan Implementation	Land Use	Suffolk County
*	NSSC12849V	Ped-Bike	North Fork micromobility services	Fairness & Access	TBD
*	NSSC12850V	Ped-Bike	Micromobility expansion	Fairness & Access	TBD
Freight					
23	NSSC652V	Construction	Long Island Freight Intermodal Rail Facility	Congestion Mitigation	NYSDOT
24	NSSC653V	Construction	Long Island Freight Intermodal Rail Facility - Pilgrim State Hospital Site: Construction of facility	Congestion Mitigation	NYSDOT
25	NSSC2686V	Miscellaneous	Long Island Deepwater Port Feasibility Study (Shoreham)	Resilience	NYSDOT
Other					
26	NSSC662V	Miscellaneous	NY25 - Coram Road to Edwards Avenue Sustainable Development Program	Land Use	NYSDOT
*	NSSC12851V	Study	South Shore redundancy and sea level rise assessment	Resilience	TBD
27	NSSC680V	Transit	Route 110 Transit Intensive Corridor	Land Use	Suffolk County
*	NSSC12366V	Transit	Regionally Significant Transit-Oriented Development Area - Midway Crossing, Ronkonkoma, Life Sciences and Convention Center Complex	Land Use	Suffolk County
*	NSSC12406V	Transit	Regional Economic Impact on Suffolk County from the proposed Amtrak extension to Ronkonkoma, study	Fairness & Access	Suffolk County

Figure 2.8 Suffolk County Fiscally Constrained and Vision Element Projects Map

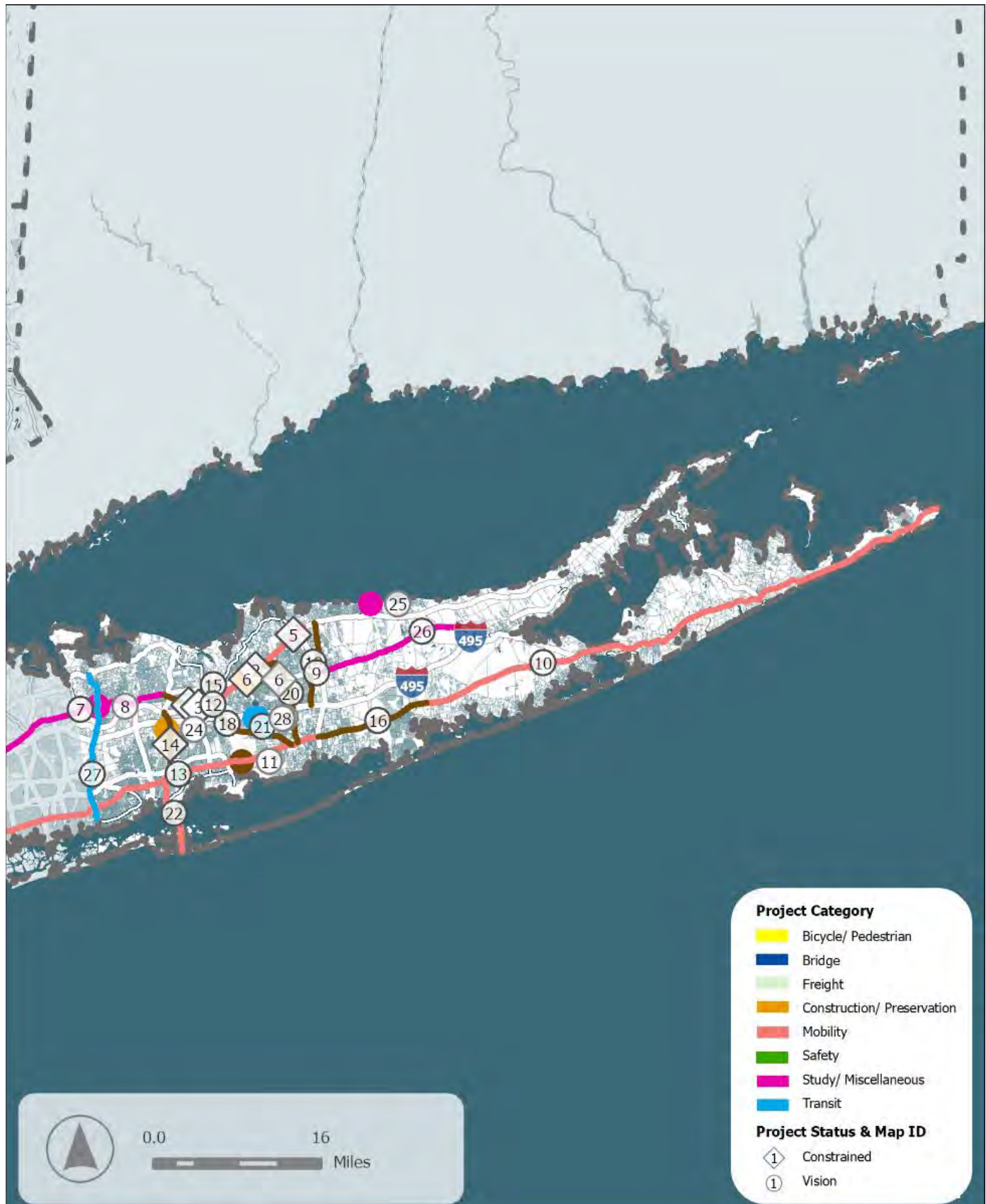


Table 2.17 Long Island, Multi-County: Fiscally Constrained Element - Projects, Programs, and Studies

MAP ID	PIN	Plan No.	Work Type / Category	Project Name / Project Description	Sponsor	Estimated Completion Date	Estimated Costs in Plan (Millions YOY \$)	Air Quality Status
*	0T2577	NSMC5833C	Safety	Improvements to the drainage systems on I-495 eastbound Searingtown Rd ramp, I-495 eastbound under Old Westbury Rd overpass, NY 25A eastbound e/o Community Dr, NY 101 at Delaware Ave, NY25A eastbound e/o Split Rock Rd, NY 25A westbound w/o Sugar Toms Lane	NYSDOT	2030	\$7.13	Exempt
*	0T2578	NSMC5834C	Safety	Improvements to the drainage systems NY 25A at Gnarled Hollow Rd, NY 25A Mt. Sinai recharge basin, NY 25 from CR 83 to River Rd, NY 25 from Doctors Path to Church Ln, NY 27A at Knoll Rd, NY 27A from Atterbury Rd to Petrel Rd, NY 27 from Marlin Dr to Old Montauk Hwy	NYSDOT	2031	\$7.30	Exempt
*	0BCL25	NSMC4884C	Bridge	Bridge Cleaning on Various State Highways and Parkways	NYSDOT	Continuous	\$6.95	Exempt
*	0BPT24	NSMC4885C	Bridge	Bridge Painting Contract: Bridge painting, cleaning, rust removal and disposal	NYSDOT	Continuous	\$21.00	Exempt
*	004246	NSMC5958C	Recondition & Preservation	Safety Enhancements on Various State Highways in Nassau and Suffolk Counties (Locations and Scope to be Determined)	NYSDOT	2030	\$14.01	Exempt

Table 2.18 Long Island, Multi-County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
1	NSMC2685V	Study	Cross Sound Connection	Congestion Mitigation	NYSDOT
Transit					
*	NSQ1778V	Track	Jamaica Capacity Improvements, as determined by further study, e.g. signals, tracks, switches.	Infrastructure	MTA LIRR
*	NSQ377V	Transit	Improve Operations in Central Queens by Extending the Kew Gardens LIRR Station Platforms	Infrastructure	MTA LIRR
*	NSSC12425V	Transit	Regional Rail Network Strategy Study: Implementation/ Construction of Recommendations, e.g. Electrification & Double Track Expansions	Fairness & Access	MTA LIRR
	NSMC12926V	Transit	MTA Systemwide Upgrade of Fleet, Passenger Stations, Track, Line Equipment, Line Structures, Signals, Communications, Traction Power, Shops, Yards and Depots	Infrastructure	MTA LIRR
Non-Motorized					
*	NSMC5414V	Ped-Bike	Advance the Remainder of the Long Island Greenway/Empire Trail Extension	Land Use	Suffolk County
*	NSMC5415V	Ped-Bike	Long Island Greenway/Empire Trail Extension from Eisenhower Park to Brentwood	Land Use	Suffolk County
*	NSMC5412V	Ped-Bike	Establish Overarching Bicycle Sharing Programs at the County Level	Fairness & Access	Suffolk County
Other					
*	NSMC1896V	Miscellaneous	Stormwater Run-off Improvements: Improved access to fishing areas, restore wetland areas and clean drainage structures	Environmental Impact	NYSDOT
*	NSMC5411V	Miscellaneous	Establish County-Level Overarching Clean Trucks/Clean Public Fleets Program	Environmental Impact	NYSDOT

Table 2.19 Putnam County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
1	MHSPC12369V	Reconstruction	I-84 CT Line to I-684 Improvements - Including Interchange Reconstruction	Infrastructure	NYSDOT
2	MHSPC12922V	Ped-Bike	Main Street and Visitors Center, Village of Cold Spring	Safety & Security	Putnam
*	MHSPC12923V	Reconstruction	Fair Street Sidewalks and Lighting, Village of Cold Spring	Safety & Security	Putnam
3	MHSPC12924V	Mobility	Market Street and Lunn Terrace, Village of Cold Spring	Safety & Security	Putnam

Figure 2.9 Putnam County Fiscally Constrained and Vision Element Projects Map

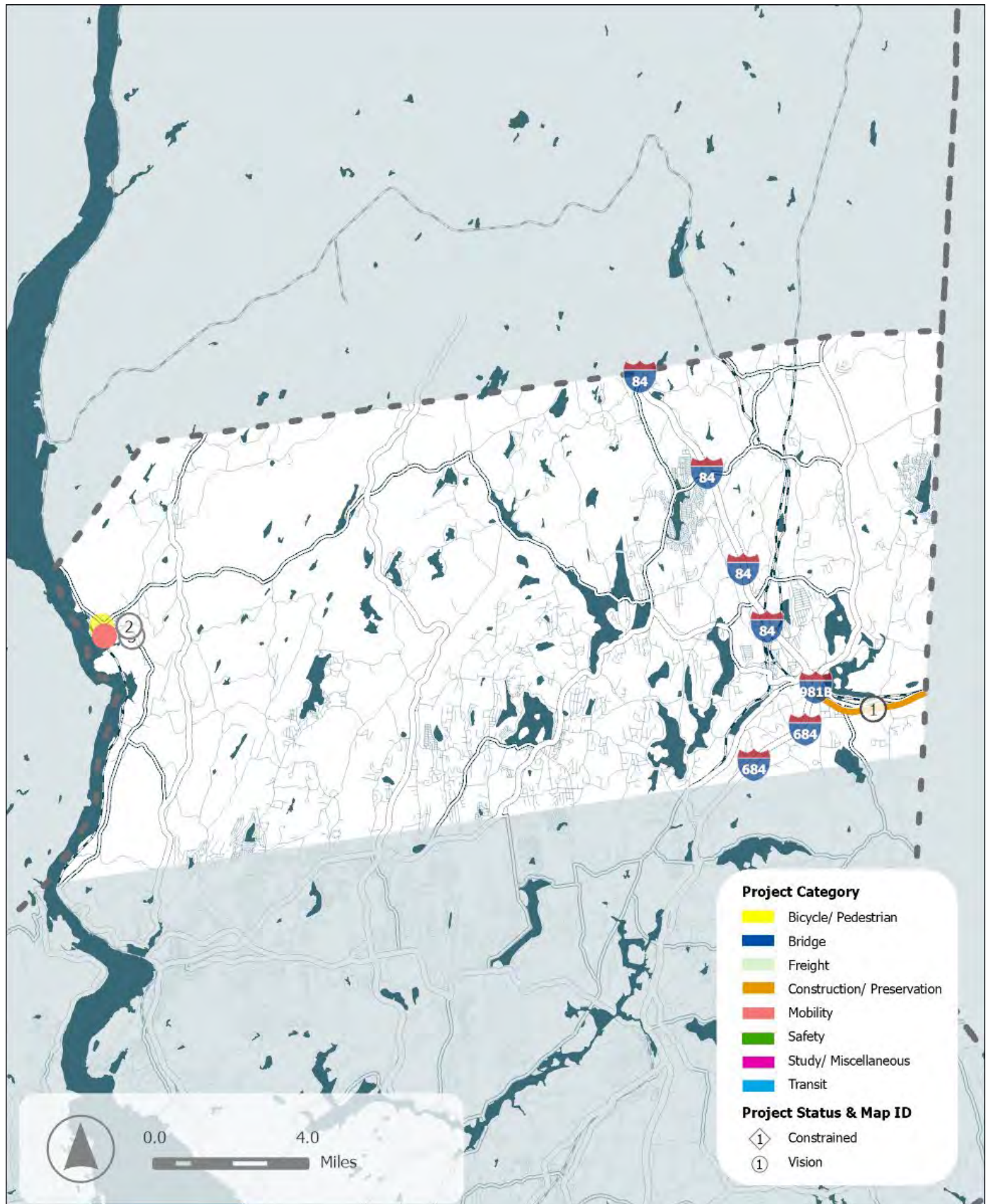


Table 2.20 Rockland County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
1	MHSRC2470V	Intersection	New York State Thruway Exit 14x Feasibility Study	Land Use	NYSTA, NYSDOT
*	MHSRC712V	Mobility	Countywide Access Management Program	Land Use	NYSDOT, Rockland County, Local
*	MHSRC715V	Mobility	Countywide Traffic Signal Timing Improvement	Environmental Impact	NYSDOT, Rockland County, Local
*	MHSRC2472V	Mobility	NYS Thruway Truck Climbing Lanes: Exits 11 to 13	Safety & Security	NYSTA, NYSDOT
*	MHSRC12793V	R&P	Palisades Interstate Parkway repaving north of Exit 10	Infrastructure	NYSDOT
*	MHSRC12807V	Safety	Address Route 59 flooding near Palisades Mall	Resilience	NYSDOT
*	MHSRC5392V	Study	Countywide Electric Vehicle Charging Stations	Environmental Impact	Rockland County
*	MHSRC713V	Study	Route 303/304 Corridors Study	Land Use	Town of Clarkstown, Rockland County, NYSDOT
Transit					
2	MHSRC1923V	Mobility	New Monsey Trails Bus Facility	Infrastructure	Local
3	MHSRC1594V	Study	Re-Use of Piermont Line for Bus Rapid Transit Study	Fairness & Access	Rockland County
4	MHSRC1593V	Transit	Passenger Rail Improvements on the Pascack Valley Line	Infrastructure	NJ Transit
5	MHSRC732V	Transit	Suffern Station Improvements	Infrastructure	NJ Transit, Rockland County
6	MHSRC731V	Transit	Passenger Rail Service on West Shore Line from West Haverstraw	Fairness & Access	NYSDOT, NJ Transit, Rockland County
*	MHSRC725V	Transit	Continue Countywide Park & Ride Implementation	Land Use	NYSDOT, Rockland County, Locals
*	MHSRC12803V	Transit	Spring Valley station improvements	Infrastructure	TBD
*	MHSRC12813V	Transit	Double track West Shore line for passenger service; rail service enhancement	Infrastructure	TBD
*	MHSRC12806V	Transit	Passing siding on Pascack Valley line	Infrastructure	TBD
Non-Motorized					
*	MHSRC1926V	Mobility	Bear Mountain Bridge Greenway Extension	Land Use	Rockland County
7	MHSRC1927V	Mobility	Calls Hollow Road - Bicycle Route	Land Use	Rockland County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
8	MHSRC1930V	Mobility	Haverstraw - Bicycle Route	Land Use	Rockland County
9	MHSRC1931V	Mobility	Hudson River Esplanade	Land Use	Rockland County
*	MHSRC1933V	Mobility	Joseph B. Clark Rail Trail	Land Use	Rockland County
10	MHSRC1934V	Mobility	Little Tor Road – Bicycle Route	Land Use	Rockland County
11	MHSRC1935V	Mobility	Mahwah River Greenway	Land Use	Rockland County
12	MHSRC1939V	Mobility	Palisades Mall Neighborhoods Bike/Pedestrian Access Study	Land Use	Rockland County
13	MHSRC1940V	Mobility	Route 202 Bicycle Route	Land Use	Rockland County
14	MHSRC1941V	Mobility	Route 303 – ADA Sidewalks	Fairness & Access	Rockland County
15	MHSRC1944V	Mobility	Route 59 – Bicycle Route	Land Use	Rockland County
16	MHSRC1945V	Mobility	Suffern – Bicycle Route	Land Use	Rockland County
*	MHSRC12811V	Ped-Bike	Route 9W bike lane	Land Use	NYSDOT, Rockland County
*	MHSRC1591V	Study	Countywide Complete Streets Program	Land Use	Rockland County
*	MHSRC1596V	Study	Countywide Bicycle-Pedestrian Master Plan Update	Land Use	Rockland County
17	MHSRC5592V	Ped-Bike	Palisades Shared Use Path	Land Use	Rockland County
Other					
*	MHSRC736V	Miscellaneous	Alternative Fuel and Emission Reduction Strategies	Environmental Impact	NYSDOT, Rockland County, Local
*	MHSRC12812V	Mobility	New Square mobility enhancements	Fairness & Access	Rockland County, Local
18	MHSRC721V	Study	Advance the Recommendations of the Route 59 Area Transportation and Land Use Study	Land Use	NYSDOT, Rockland County, Local
*	MHSRC5394V	Study	Transit-Oriented Development at Various Rail Stations	Land Use	Rockland County

Figure 2.10 Rockland County Fiscally Constrained and Vision Element Projects Map

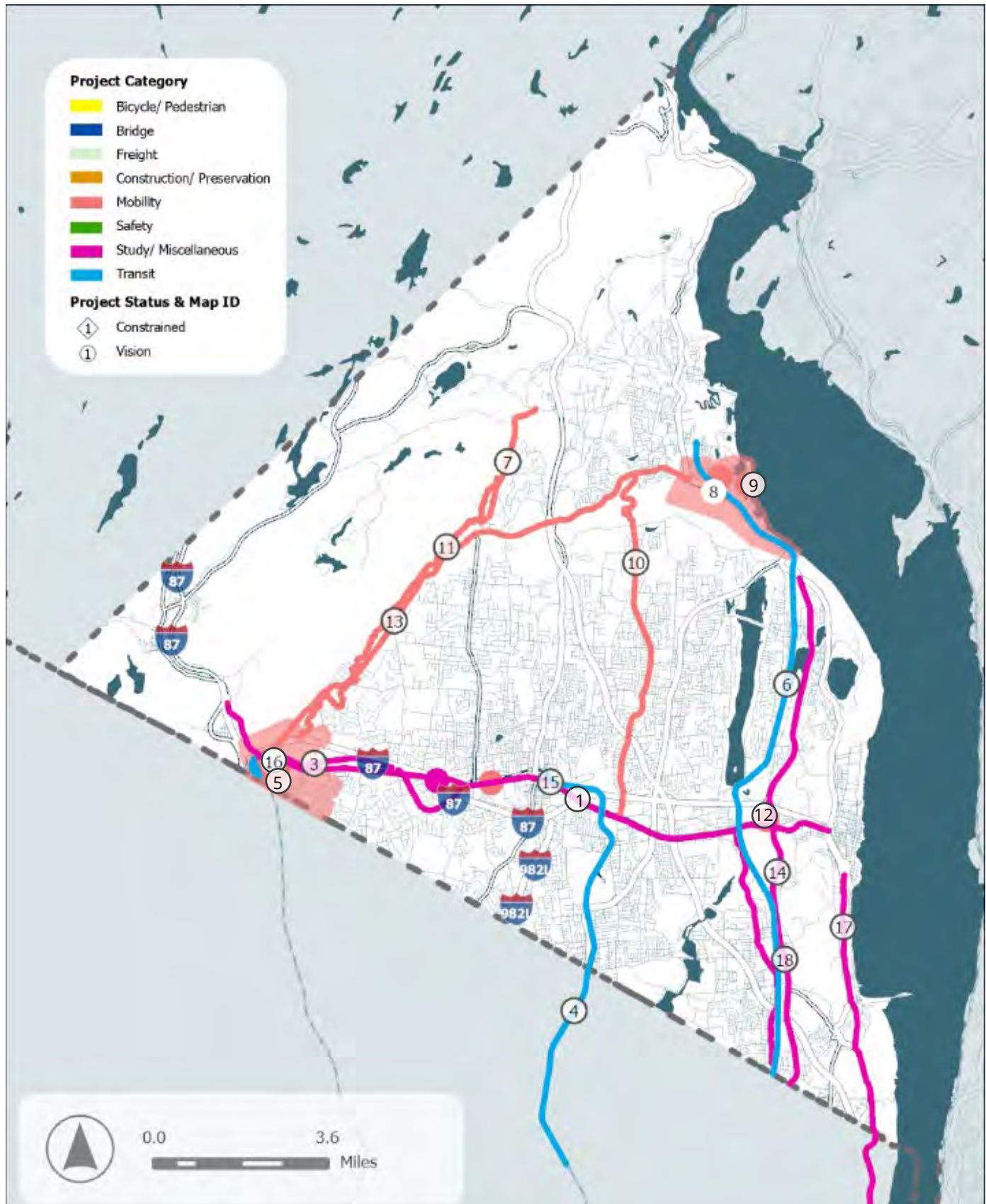


Table 2.21 Westchester County: Fiscally Constrained Element - Projects, Programs, and Studies

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	801084	MHSWC12651C	Reconstruction	Route 9 Rivertowns Complete Streets	NYSDOT	2030	\$13.00	Exempt
2	810355	MHSWC5957C	Reconstruction	Briarcliff Peekskill Parkway (Route 9A) Modernization	NYSDOT	2032	\$30.00	Exempt

Table 2.22 Westchester County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	MHSWC12372V	Bridge	Cross County Parkway Viaduct Replacement	Infrastructure	NYSDOT
3	MHSWC2729V	Construction	Roaring Brook Road at Saw Mill River Parkway and MTA MNR Harlem Line Grade Separation	Safety & Security	NYSDOT
*	MHSWC5549V	Miscellaneous	Establish Vehicle Charging Stations at County Facilities	Environmental Impact	Westchester County
4	MHSWC2817V	Mobility	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	Congestion Mitigation	NYSDOT
*	MHSWC2370V	Mobility	Parking Management	Land Use	Westchester County
*	MHSWC12823V	R&P	Protecting and strengthening major transportation assets - Route 9 Peekskill	Resilience	NYSDOT
*	MHSWC12814V	R&P	Improve road quality - White Plains & North White Plains; Montrose	Infrastructure	TBD
*	MHSWC12374V	Reconstruction	Route 9A Reconstruction and Complete Streets - Village of Elmsford	Fairness & Access	NYSDOT
*	MHSWC12822V	Safety	Address parkway flooding issues	Resilience	NYSDOT, Westchester County
Transit					
*	MHSWC5434V	Miscellaneous	OMNY Expansion - Westchester	Fairness & Access	Westchester County
*	MHSWC2369V	Mobility	Last-Mile Connections	Fairness & Access	Westchester County
*	MHSWC12816V	Study	Bus Redesign Study & Microtransit Zones	Land Use	TBD

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
5	MHSWC784V	Study	Westchester Avenue Bus Priority	Congestion Mitigation	Westchester County
*	MHSWC2456V	Transit	Transit Signal Priority at Various Locations in Westchester County	Congestion Mitigation	Westchester County
6	MHSWC5387V	Transit	Alternative Fuels Infrastructure for Bee-Line Bus System	Environmental Impact	Westchester County
*	MHSWC5437V	Transit	Advance the Recommendations of the Mobility and Bus Redesign Study	Fairness & Access	Westchester County
Non-Motorized					
7	MHSWC2675V	Mobility	Construction of Pedestrian Overpass over MTA MNR at Peekskill Landing and Main Street	Safety & Security	City of Peekskill
*	MHSWC12498V	Mobility	Tarrytown-Kensico Trailway	Land Use	Westchester County
8	MHSWC1960V	Mobility	Bear Mountain-Yorktown Heights Trail	Land Use	Westchester County
9	MHSWC1961V	Mobility	Catskill Aqueduct Trail	Land Use	Westchester County
10	MHSWC1962V	Mobility	Columbus Avenue	Safety & Security	Westchester County
11	MHSWC1963V	Mobility	Cross Westchester Trail	Land Use	Westchester County
12	MHSWC1964V	Mobility	Croton Aqueduct Extension	Land Use	Westchester County
13	MHSWC1965V	Mobility	Hillside Woods Link Trail	Land Use	Westchester County
14	MHSWC1966V	Mobility	Horseman's Trail	Land Use	Westchester County
15	MHSWC1967V	Mobility	Hutchinson River Pathway Extension	Land Use	Westchester County
16	MHSWC1968V	Mobility	Lake Street	Safety & Security	Westchester County
17	MHSWC1969V	Mobility	Long Ridge Trail	Land Use	Westchester County
18	MHSWC1970V	Mobility	Mamaroneck Avenue	Safety & Security	Westchester County
19	MHSWC1971V	Mobility	Mill Road	Safety & Security	Westchester County
20	MHSWC1973V	Mobility	Route 100 Central Park Avenue	Safety & Security	Westchester County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
21	MHSWC1974V	Mobility	Route 100 Somerset Turnpike	Safety & Security	Westchester County
22	MHSWC1975V	Mobility	Route 117 Corridor	Safety & Security	Westchester County
23	MHSWC1976V	Mobility	Route 120	Safety & Security	Westchester County
24	MHSWC1977V	Mobility	Route 121	Safety & Security	Westchester County
25	MHSWC1978V	Mobility	Route 127	Safety & Security	Westchester County
26	MHSWC1979V	Mobility	Route 128	Safety & Security	Westchester County
27	MHSWC1980V	Mobility	Route 137	Safety & Security	Westchester County
28	MHSWC1981V	Mobility	Route 22	Safety & Security	Westchester County
29	MHSWC1982V	Mobility	Route 35	Safety & Security	Westchester County
30	MHSWC1983V	Mobility	Route 6	Safety & Security	Westchester County
31	MHSWC1984V	Mobility	Route 6/202	Safety & Security	Westchester County
32	MHSWC1985V	Mobility	Route 9/9A	Safety & Security	Westchester County
*	MHSWC2368V	Mobility	Complete Streets	Land Use	Westchester County
*	MHSWC768V	Mobility	Bicycle and Pedestrian Enhancements	Safety & Security	Westchester County
*	MHSWC12815V	Ped-Bike	Mount Kisco, Buchanan walkability	Land Use	TBD
*	MHSWC12817V	Ped-Bike	Community Planning Workshops - Eastchester, Portchester, Ossining, Bedford micromobility; Mount Kisco, Buchanan walkability	Land Use	TBD
*	MHSWC12818V	Ped-Bike	Northern Westchester bicycle lanes	Land Use	TBD
*	MHSWC12819V	Ped-Bike	Enhance Westchester County east-west non-motorized travel	Land Use	TBD
*	MHSWC12820V	Ped-Bike	Old Croton Aqueduct State Historic Park, Empire State Trailway, Riverwalks connections to local trailways	Land Use	TBD
*	MHSWC12821V	Ped-Bike	Northern Westchester micromobility expansion	Land Use	TBD
*	MHSWC12497V	Ped-Bike	Completion of the Westchester Riverwalk	Land Use	Westchester County

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Other					
33	MHSWC5389V	Transit	White Plains Transcenter Redevelopment and Transit Improvements	Land Use	Westchester County
34	MHSWC2371V	Transit	White Plains Transportation Center Redevelopment	Land Use	City of White Plains, Westchester County

Figure 2.11 Westchester County Fiscally Constrained and Vision Element Projects Map

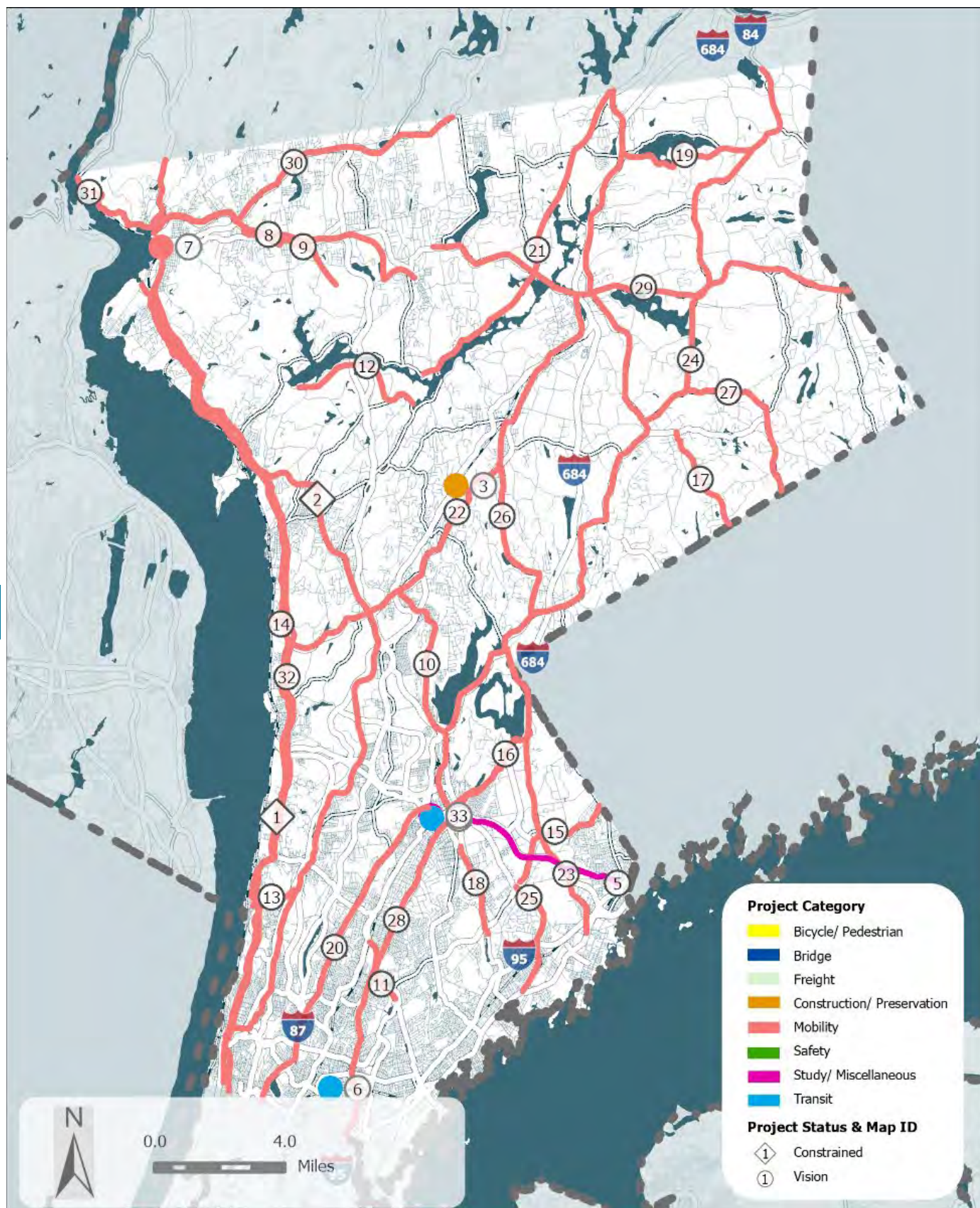


Table 2.23 Lower Hudson Valley, Multi-County: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Transit					
*	MHSMC12810V	Mobility	Improve regional transit connectivity	Fairness & Access	TBD
*	MHSMC12827V	Mobility	Enhanced multi-modal redundancy & public transit redundancy to/from NYC	Fairness & Access	TBD
1	MHSMC1772V	Transit	Port Jervis Line Improvements (e.g. infrastructure, passing sidings, midpoint yard, etc.)	Infrastructure	MTA MNR
*	MHSMC1775V	Transit	Strategic Station and Facility Investments (e.g. shops, yards, parking, ADA, infrastructure, etc.)	Infrastructure	MTA MNR
	MHSMC12925V	Transit	Strategic Infrastructure Investments (e.g. power, communications, signals, etc.)	Infrastructure	MTA MNR
*	MHSMC5349V	Transit	MTA MNR Marketing and Connecting Services Program	Fairness & Access	MTA MNR
*	MHSMC12808V	Transit	Rockland-Westchester rail service	Fairness & Access	TBD
*	MHSMC12828V	Transit	Hudson Line Resiliency & Redundancy Assessment	Resilience	TBD
*	MHSMC12829V	Transit	Hudson Line Slope Stabilization (Yonkers)	Resilience	TBD
*	MHSMC12824V	Transit	Enhance Hudson Link premium service	Fairness & Access	TBD

Table 2.24 Regionwide: Fiscally Constrained Element - Projects, Programs, and Studies

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
*		MHSDM708C, NYCDM2304C, NSDM2305C	Mobility	Transportation Systems Management and Operations Program	NYSDOT/ Rockland/ Westchester	Continuous	\$6,914.00	Exempt

Table 2.25 Regionwide: Vision Element - Projects, Programs, and Studies

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
Road & Bridge					
*	NYMTCCMC5520V	Miscellaneous	Increase Alternative Fueling/Electric Charging Facilities along Roadways	Environmental Impact	TBD
Transit					
*	NYMTCCMC5425V	Miscellaneous	Regional OMNY integration	Fairness & Access	MTA
*	NYMTCCMC12424V	Study	Regional Rail Network Strategy Study: In depth analysis of the needs, constraints, and opportunities of the existing commuter rail infrastructure	Fairness & Access	MTA
1	MHSMC808V	Study	Empire Corridor Planning Tier Two EIS	Fairness & Access	NYSDOT
Freight					
*	NYMTCCMC5528V	Freight	Implement the Port Authority's Port Master Plan Recommendations, including Ongoing Study of a Program to Deepen Navigation Channels	Resilience	Port Authority
*	NYMTCCMC5529V	Freight	Maintain Authorized Navigation Channel Depths on all Waterways	Resilience	TBD
*	NYMTCCMC5517V	Freight	Reduce Maritime Fuel Consumption and Vessel Emissions	Environmental Impact	TBD
*	NYMTCCMC5527V	Freight	Continue Development of Regional Marine Highway Services in Conjunction with North Atlantic Marine Highway Alliance Planning and Implementation Efforts	Congestion Mitigation	TBD
*	NYMTCCMC5519V	Freight	Prioritize Improvements to High Delay Cost Corridors that also have Particularly High Impacts on Underserved Communities	Fairness & Access	TBD

MAP ID	Plan No.	Work Type	Project Name	Primary Vision Goal	Sponsor
*	NYMTCMC5506V	Freight	Develop Transload Yards and Other Improvements in the NYMTC Planning Area to Enhance Regional Freight Rail Volumes and Address Community Impacts	Land Use	TBD
*	NYMTCMC5507V	Freight	Develop Regional and National Rail Freight Connectivity Improvements	Congestion Mitigation	TBD
*	NYMTCMC5509V	Freight	Reduce Barriers to Seamless Rail Operations	Congestion Mitigation	TBD
*	NYMTCMC5521V	Freight	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)	Land Use	TBD
*	NYMTCMC5523V	Freight	Develop Scenario-Based Multimodal Freight Forecasts and Assessments	Congestion Mitigation	TBD
*	NYMTCMC5526V	Freight	Perform Critical Goods Movement Corridors Study Focusing Specifically on Opportunities to Reduce Trucking Delay and Related Costs in Corridors Responsible for 50% of Delay Costs	Congestion Mitigation	TBD
*	NYMTCMC5518V	Freight	Complete the Clean Freight Corridors Planning Study and Implement Recommendations to Expand Truck Access to Charging and Alternative Fueling Facilities	Environmental Impact	TBD
*	NYMTCMC5512V	Freight	Explore Regional and Megaregional Pooled Fund Approaches for Critical Freight Investments	Congestion Mitigation	TBD
*	NYMTCMC5522V	Freight	Forecast the Medium-Term and Long-Term Effects of COVID-19 Pandemic on Modal Volumes, E-commerce Activity, and Critical Supply Chains	Land Use	TBD
*	NYMTCMC5524V	Freight	Advance the Recommendations of the USDOT Automated Vehicles Comprehensive Plan	Congestion Mitigation	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	Congestion Mitigation	TBD
*	NYMTCMC5515V	Freight	Employ Load Matching Platforms to Reduce Truck VMT, Empty Truck Backhauls, and Empty Container Moves	Congestion Mitigation	TBD
*	NYMTCMC5510V	Freight	Develop Greater Freight Transportation System Fairness: Ensure fairness issues are addressed and associated projects are prioritized	Fairness & Access	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	Congestion Mitigation	TBD

MAP ID	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	Infrastructure	TBD
*	NYMTCMC5533V	Freight	Develop Greater Freight Transportation System Resiliency by Identifying Critical Risks and Prioritizing Projects and Actions	Resilience	TBD
*	NYMTCMC5513V	Freight & Land Use	Complete the Regional Freight Land Use Study and Integrate the Resulting Land Use Data	Land Use	TBD
*	NYMTCMC5530V	Freight & Land Use	Facilitate Development of Needed Warehouse/Distribution Space in Alignment with Existing Transportation System Capabilities and Improvement Opportunities	Land Use	TBD
*	NYMTCMC5531V	Freight & Land Use	Develop Potential Freight Village Locations, Inland Port Sites, and Similar Development Models Integrating Land Use and Multimodal Transportation	Land Use	TBD
*	NYMTCMC5514V	Freight & Mobility	Continue Regional and Megaregional Collaboration Through the MAP Forum, New York State MPO Association, and the Eastern Transportation Coalition	Land Use	TBD
*	NYMTCMC5532V	Freight & Safety	Apply Freight Safety Principles from New York City's Vision Zero Initiative Across the Larger Region as Appropriate	Safety & Security	TBD
*	NYCMC2453V	Mobility	Advance the Port Authority's Goods Movement Action Program Initiatives	Congestion Mitigation	Port Authority
Other					
*	NYMTCMC5555V	Mobility	Enhanced Integration of For-Hire Vehicle Services and Conversion to Alternative Fuels	Environmental Impact	TBD
*	NYMTCMC5534V	Reconstruction	Complete a Broad Range of Resiliency Projects, Including Retrofits to Bridges, Streets, Traffic Signals, Yards and Facilities	Resilience	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	Land Use	TBD
*	NYMTCMC5536V	Study	Explore Specific Technologies Related to System Protection and Fortification	Resilience	TBD
*	NYMTCMC5537V	Study	Inventory/Benchmark Resiliency and Adaptation Practices for All Sectors	Resilience	TBD
*	NYMTCMC5538V	Study	Develop Detailed Transportation Contingency Plans	Resilience	TBD
*	NYMTCMC5539V	Study	Coordinate Transit Agencies and Jurisdictions in Developing Procedures and Plans to Respond to Emergency Events	Resilience	TBD
*	NYMTCMC5540V	Study	Identify and Monitor Vulnerable Transportation Assets Throughout the Planning Area, Using the Most Recent Available Sea-Level Rise Forecasts	Resilience	TBD

3

COORDINATED DEVELOPMENT EMPHASIS AREAS

Coordinated Development Emphasis Areas (CDEAs) are an essential component of the *Moving Forward 2055* strategic framework. CDEAs are locations where changes to land use and transportation have the potential to shape future growth and the way that 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 2055* represent an evolutionary step in coordinated land use and transportation planning. They also represent a key linkage between the sustainability and master plans of NYMTC members and *Moving Forward 2055*, helping to inform transportation investments and ensuring that the development plans of jurisdictions in the NYMTC planning area are vital components of future transportation planning.

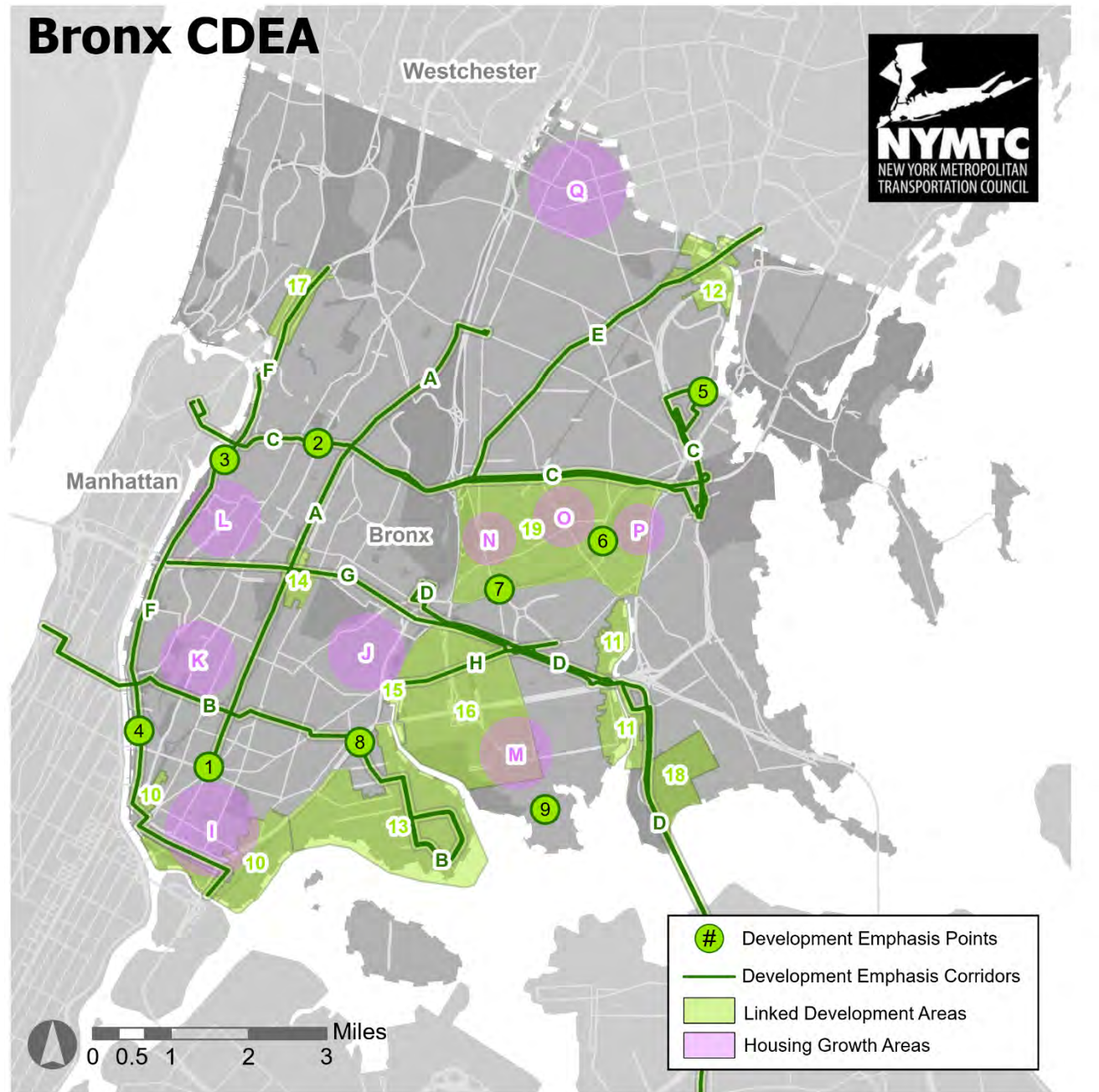
The coordination of land use and transportation decisions is not exclusive to the identified CDEAs. The way that potential development projects in all areas affect the transportation network and foster the opportunity to enhance mobility and the quality of life are critical to *Moving Forward 2055* goal of supporting sustainable growth in the region. CDEAs are important in achieving *Moving Forward 2055*'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 2055*'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 that are identified as areas for desired development and/or transportation investment in the NYMTC planning area. The maps represent the following layers of information:

- » **CDEAs** include locations represented as points (generally a specific location, such as a unique development, transportation node, or identified redevelopment area) and as corridors (following an existing or future transportation asset such as a roadway, transit route, or greenway).
- » **Linked development areas** indicate locations where coordinated development and planning of transportation projects and land use is a priority. Linking communities and multi-modal transportation investments are a priority, as is planning for aspects of community expansion and change, such as resiliency, economic growth, housing, and living affordability. These areas can be viewed as an overlay to CDEAs.
- » **Housing growth areas (HGAs)** indicate where future housing development is anticipated. The HGA may, or not, be transit oriented development; and the development may, or not, be ongoing presently in that location. HGAs are informal designations of areas where housing growth is likely or expected to take place in the upcoming years. These areas can be viewed as an overlay to CDEAs.

Figure 3.1 Bronx CDEAs and Housing Growth Areas

**Development Emphasis Points**

- 1 - Bronx Hub (CBD)
- 2 - Fordham (CBD)
- 3 - Fordham Landing South
- 4 - Yankee Stadium Waterfront
- 5 - Co-op City
- 6 - Morris Park
- 7 - Parkchester/Van Nest
- 8 - Hunts Point
- 9 - Soundview

Development Emphasis Corridors

- A - Webster Avenue Corridor
- B - South Bronx East-West Crosstown Corridor
- C - Fordham Road – Pelham Parkway Corridor
- D - Bronx – Flushing – Jamaica Corridor
- E - Boston Road Corridor (BRT/SBS)
- F - Harlem River Greenway
- G - Cross Bronx Expressway Corridor
- H - Parkchester/Van Nest

Linked Development Areas

- 10 - Port Morris (IBZ)
- 11 - Zerega (IBZ)
- 12 - Eastchester (IBZ)
- 13 - Hunts Point (IBZ)
- 14 - Bathgate (IBZ)
- 15 - Southern Boulevard Brownfield Opportunity
- 16 - Soundview Neighborhood
- 17 - Van Cortlandt Park South
- 18 - Throggs Neck
- 19 - Morris Park

Housing Growth Areas

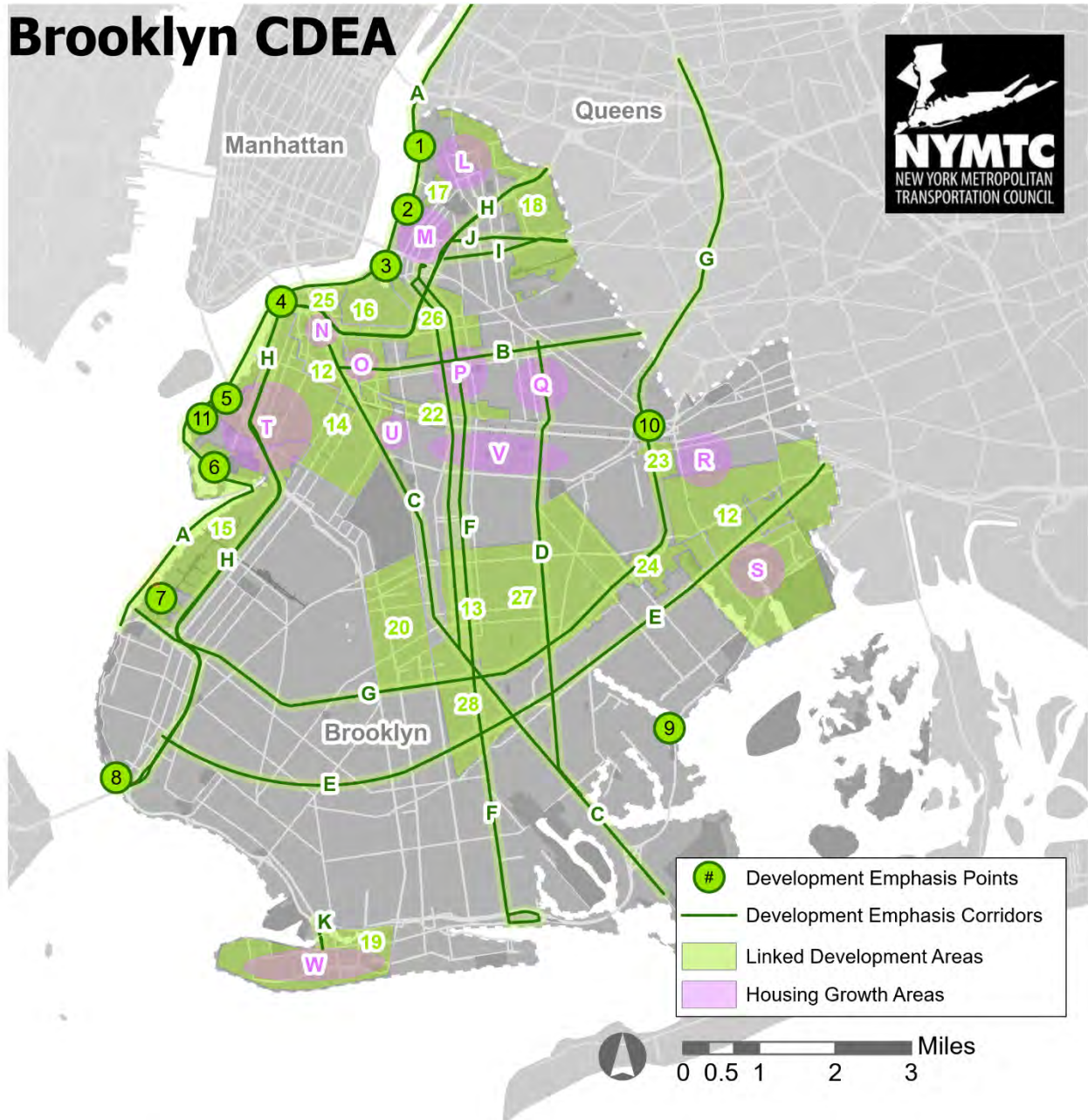
- I - Mott Haven-Port Morris
- J - Crotona Park East
- K - Concourse-Concourse Village
- L - University Heights (South)-Morris Heights
- M - Soundview-Clason Point
- N - Pelham Parkway-Van Nest
- O - Morris Park
- P - Hutchinson Metro Center
- Q - Wakefield-Woodlawn

Notes:

IBZ: Industrial Business Zone

BRT/SBS: Bus Rapid Transit/Select Bus Service

Figure 3.2 Brooklyn CDEAs and Housing Growth Areas



Development Emphasis Points

- 1 - Greenpoint (Ferry)
- 2 - North Williamsburg (Ferry)
- 3 - South Williamsburg (Ferry)
- 4 - BBP Pier 1 (DUMBO) (Ferry)
- 5 - BBP Pier 6 (Atlantic) (Ferry)
- 6 - Red Hook (Ferry)
- 7 - Brooklyn Army Terminal (Ferry)
- 8 - Bay Ridge (Ferry)
- 9 - Southeast Brooklyn
- 10 - East New York (Broadway-Junction)
- 11 - Brooklyn Marine Terminal

Development Emphasis Corridors

- A - Brooklyn-Queens Waterfront from Sunset Park to Astoria
- B - Bushwick to Downtown Brooklyn Corridor (BRT/SBS)
- C - Flatbush Avenue Corridor (BRT/SBS)
- D - Utica Avenue Corridor (BRT/SBS)
- E - Southern Brooklyn East-West Corridor (BRT/SBS)
- F - Nostrand Avenue-Rogers Avenue (BRT/SBS)
- G - IBX Route & Stations
- H - Brooklyn-Queens Expressway
- I - Grand Street
- J - Metropolitan Avenue
- K - Cropsey Avenue

Linked Development Areas

- 12 - Downtown Brooklyn
- 13 - Nostrand Avenue (Flatbush)
- 14 - Northwest Brooklyn (CBD)
- 15 - Southwest Brooklyn (IBZ)
- 16 - Brooklyn Navy Yard (IBZ)
- 17 - Greenpoint/Williamsburg (IBZ)
- 18 - North Brooklyn (IBZ)
- 19 - Coney Island Area
- 20 - Coney Island Avenue Corridor
- 21 - East New York South
- 22 - Atlantic Avenue Mixed Use Plan (AAMUP) area
- 23 - East New York (IBZ)
- 24 - Flatlands Fairfield (IBZ)
- 25 - Downtown Brooklyn Eds & Meds
- 26 - Wallabout Area
- 27 - Community District 17
- 28 - Nostrand Avenue

Housing Growth Areas

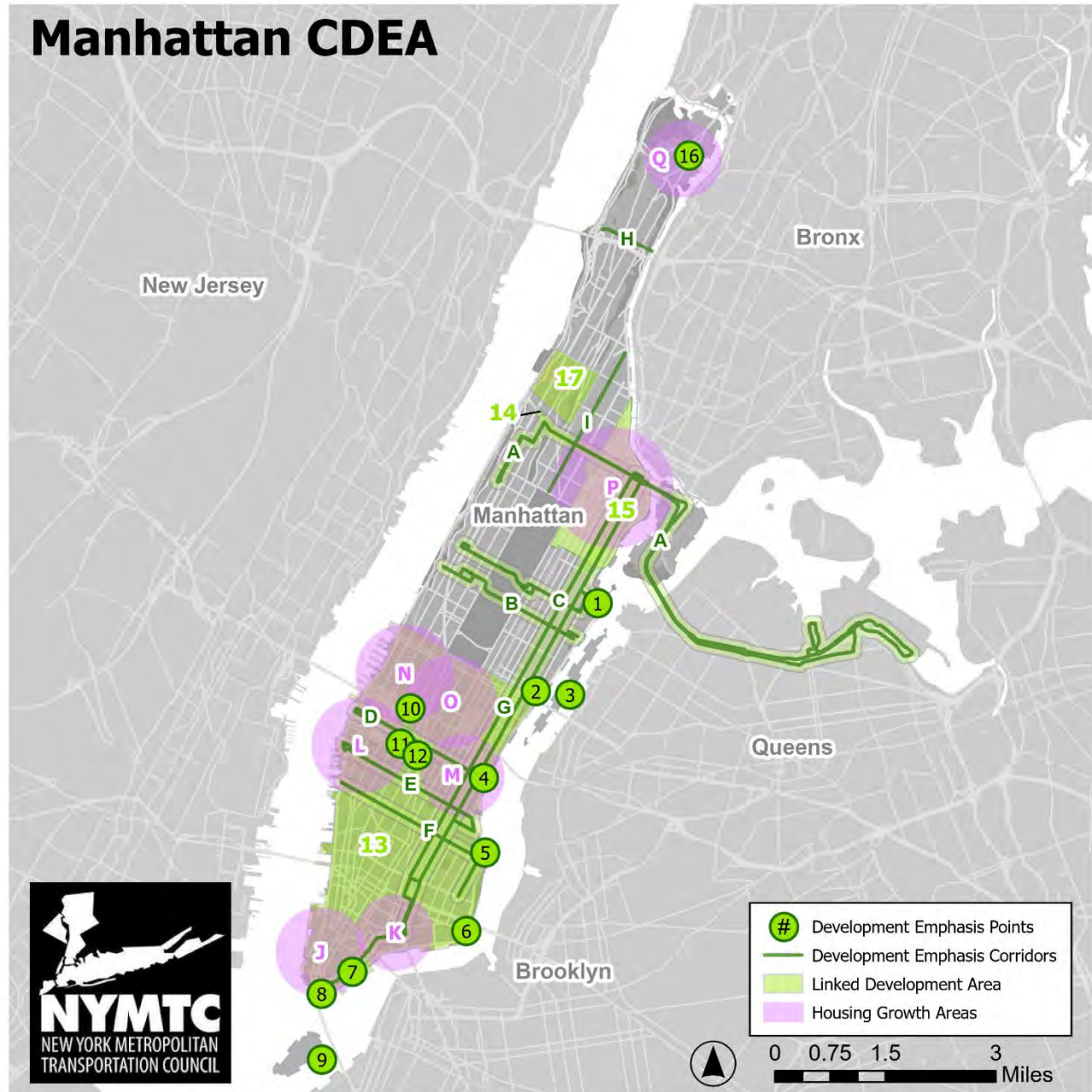
- L - Greenpoint
- M - Williamsburg
- N - Downtown Brooklyn-DUMBO-Boerum Hill
- O - Fort Greene
- P - Bedford-Stuyvesant (West)
- Q - Bedford-Stuyvesant (East)
- R - East New York (North)
- S - Spring Creek-Starrett City
- T - Carroll Gardens-Cobble Hill-Gowanus-Red Hook
- U - Prospect Heights
- V - Crown Heights (North)
- W - Coney Island-Sea Gate

Notes:

IBZ: Industrial Business Zone

BRT/SBS: Bus Rapid Transit/Select Bus Service

Figure 3.3 Manhattan CDEAs and Housing Growth Areas

**Development Emphasis Points**

- 1 - East 90th Street (Ferry)
- 2 - East 62nd Street (Ferry)
- 3 - Roosevelt Island (Ferry)
- 4 - East 34th Street (Ferry)
- 5 - Stuyvesant Cove (Ferry)
- 6 - Grand Street (Ferry)
- 7 - Wall Street/Pier 11 (Ferry)
- 8 - Whitehall (Ferry)
- 9 - Governors Island (Ferry)
- 10 - Port Authority Bus Terminal
- 11 - Penn Station GPP
- 12 - Midtown South (MSMX) plan area
- 16 - Inwood

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)
- H - Washington Bridge
- I - Adam Clayton Powell Jr Boulevard

Notes:

CBD: Central Business District

BRT/SBS: Bus Rapid Transit/Select Bus Service

Housing Growth Areas

- J - Financial District-Battery Park City
- K - Chinatown-Two Bridges
- L - Chelsea-Hudson Yards
- M - Murray Hill-Kips Bay
- N - Hell's Kitchen
- O - Midtown-Times Square
- P - East Harlem (North)
- Q - Inwood

Linked Development Areas

- 13 - Manhattan South of 60th Street (CBD)
- 14 - 125th Street (CBD)
- 15 - 2nd Ave (96th st to 125th st)
- 17 - Manhattanville

Figure 3.4 Queens CDEAs and Housing Growth Areas

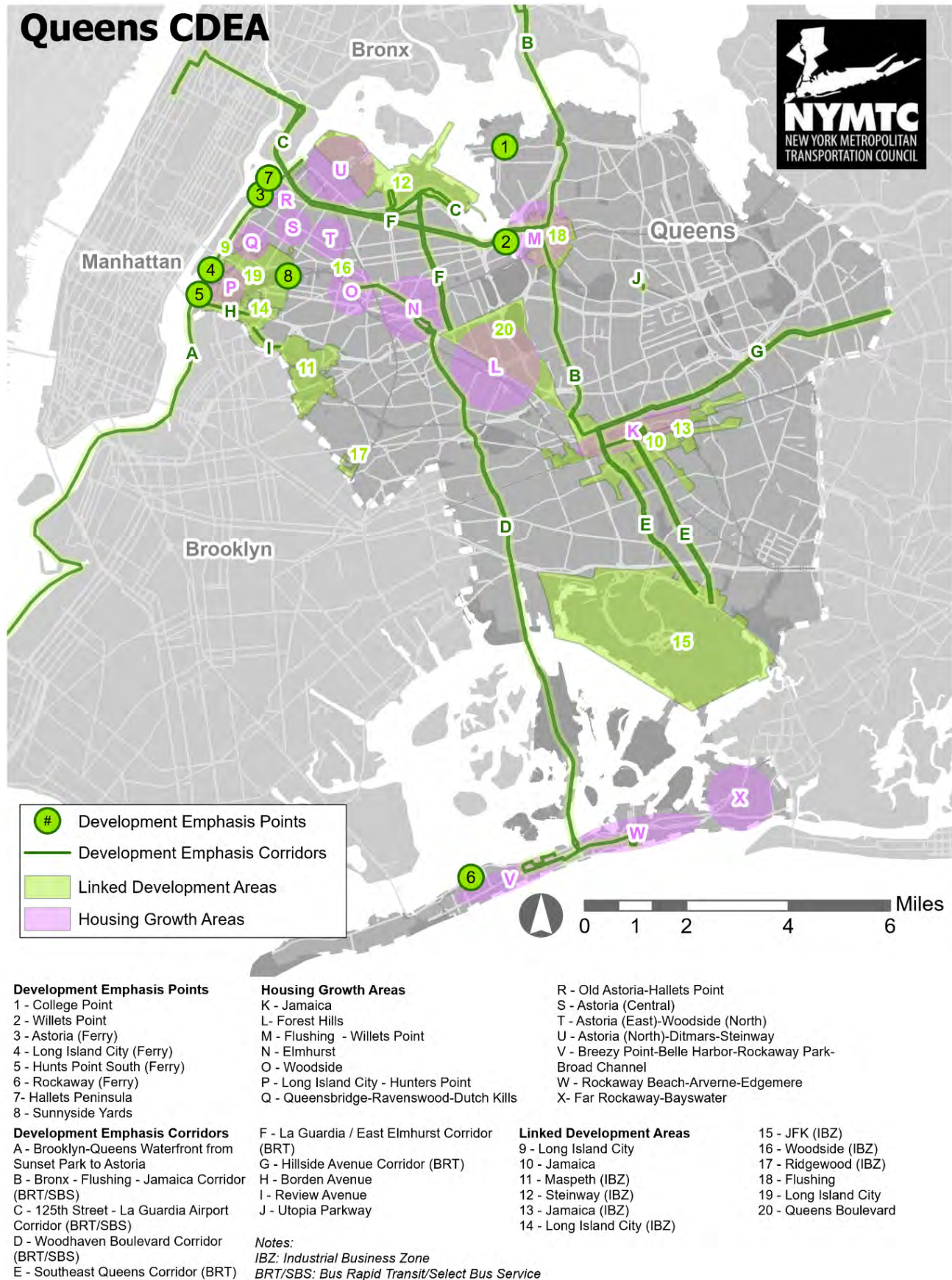


Figure 3.5 Staten Island CDEAs and Housing Growth Areas

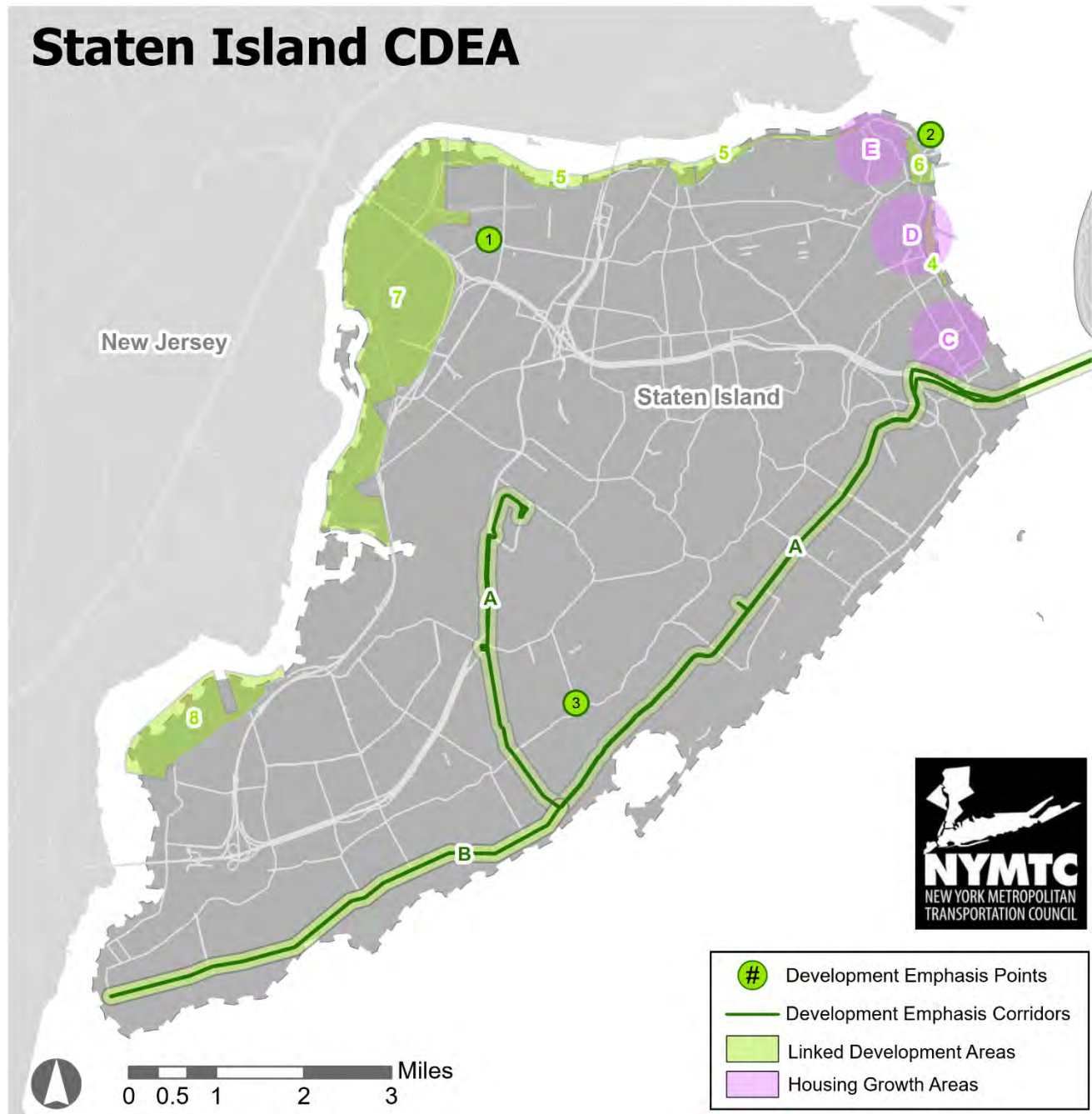
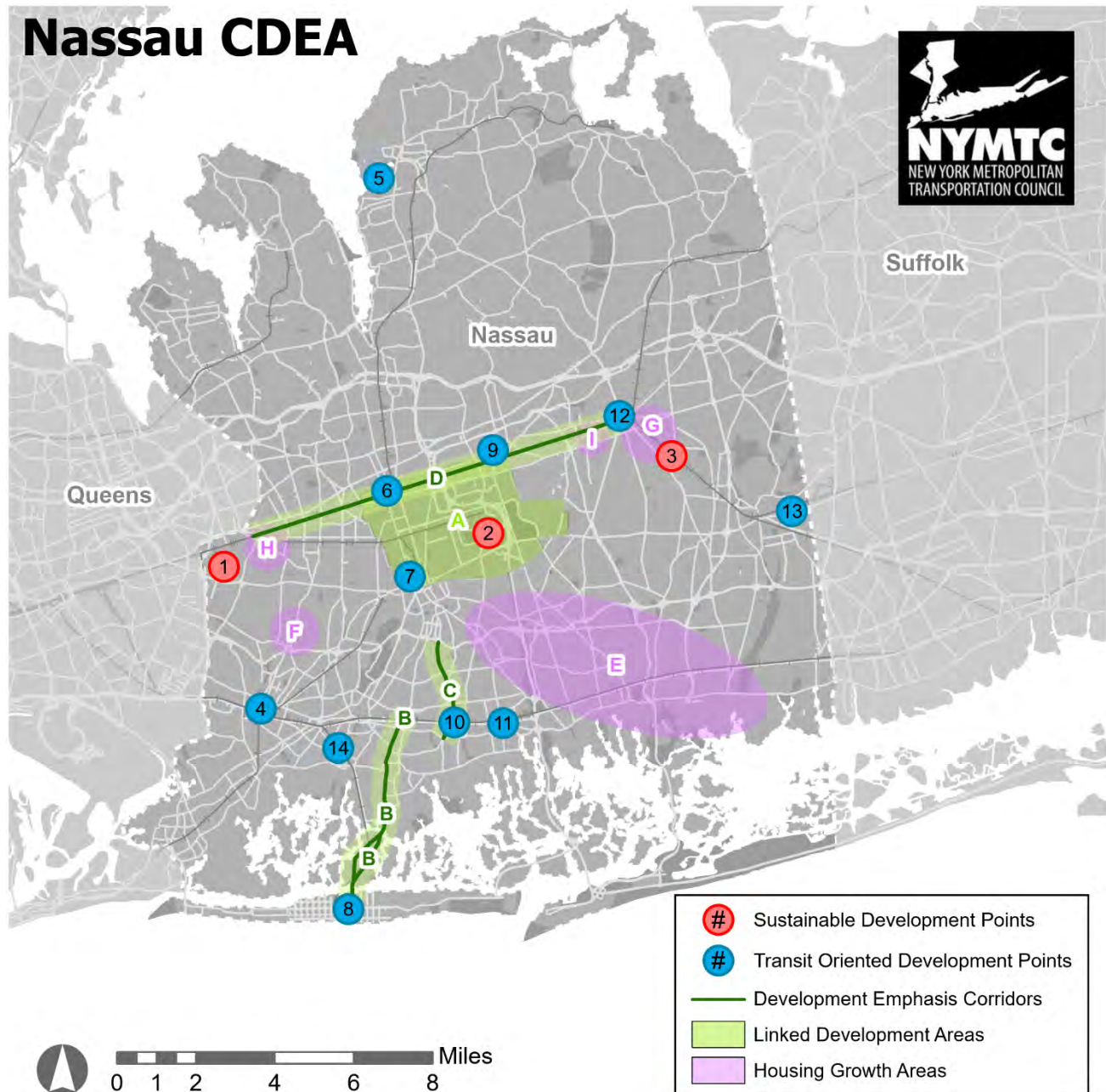


Figure 3.6 Nassau County CDEAs and Housing Growth Areas



Sustainable Development Points

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

Development Emphasis Corridors

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

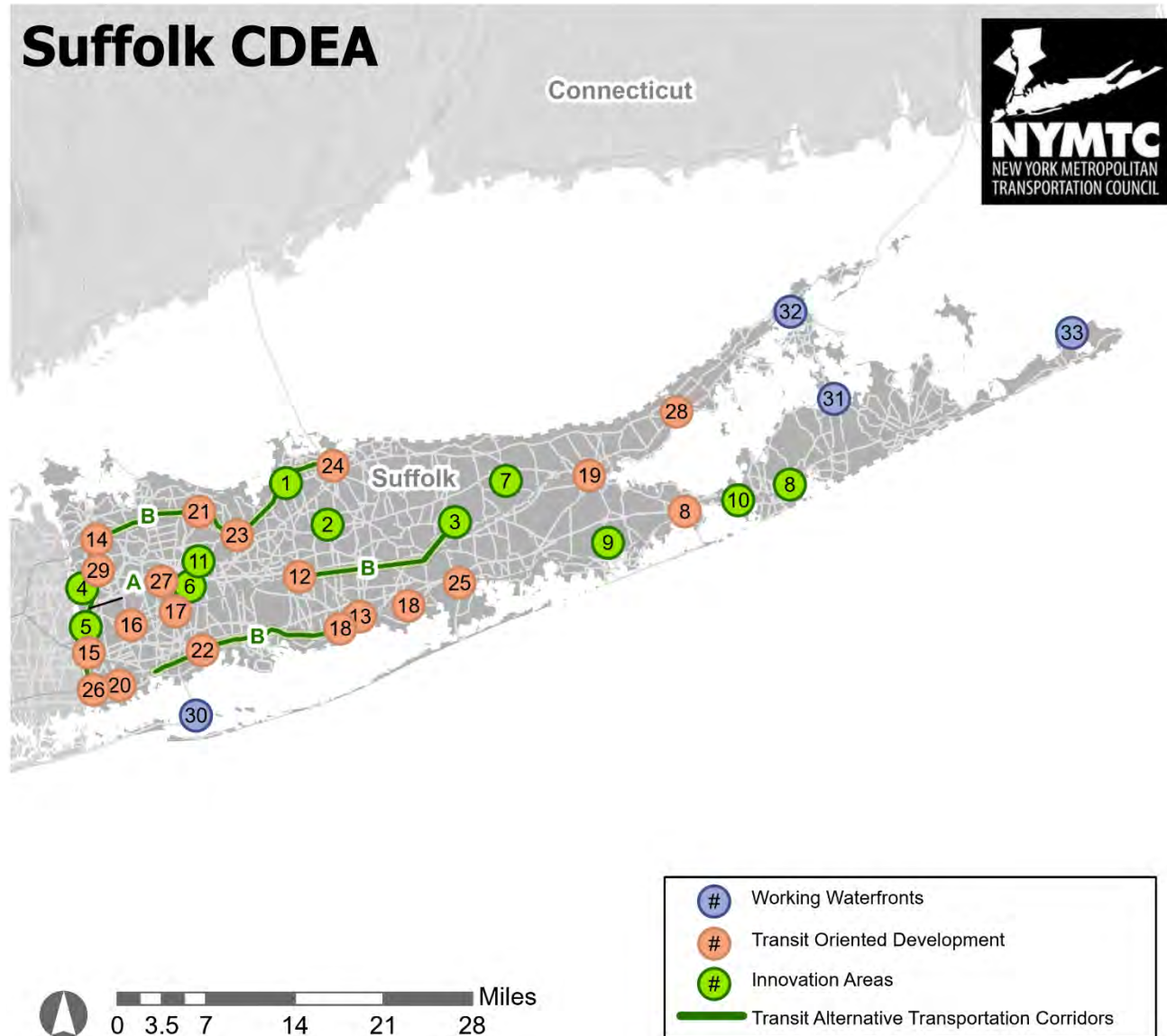
Transit Oriented Development Points

- 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
- 14 - Village of East Rockaway

Linked Development Areas

- A - Nassau Hub Service Area

Figure 3.7 Suffolk County CDEAs and Housing Growth Areas



Innovation Areas

- 1 - Stony Brook University
- 2 - Suffolk County Community College-Ammerman Campus/Centerreach-Middle Country Rd
- 3 - Brookhaven National Laboratory/ East Yaphank Str.
- 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-Long Island Hub
- 13 - Patchogue
- 14 - Huntington Station
- 15 - East Farmingdale
- 16 - Wyandanch Village
- 17 - Heartland Town Square/ Deer Park
- 18 - Greater Bellport
- 19 - Riverside/Riverhead
- 20 - Copiague
- 21 - Kings Park
- 22 - Bay Shore
- 23 - Smithtown
- 24 - Port Jefferson
- 25 - Mastic-Shirley
- 26 - Amityville
- 27 - Central Islip
- 28 - Mattituck/Love Lane
- 29 - Melville Town Center Overlay

Transit & Alternative Transportation Corridors

- A - Route 110 Bus Rapid Transit Line
B - LIRR Modernization + Elec

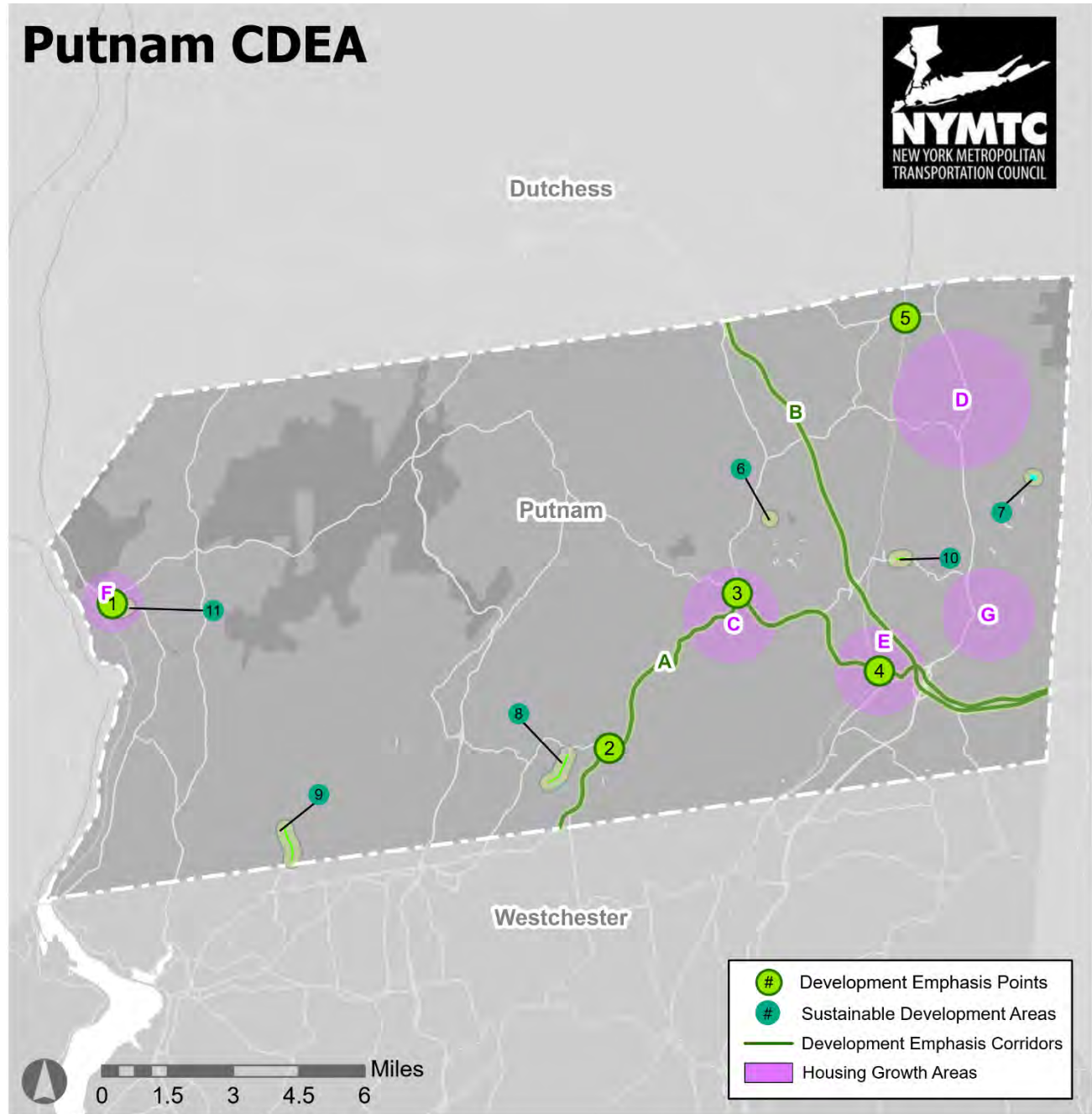
Unmapped Project

Long Island Greenway

Working Waterways

- 30 - Captree
- 31 - Sag Harbor
- 32 - Greenport
- 33 - Montauk Docks

Figure 3.8 Putnam County CDEAs and Housing Growth Areas



Development Emphasis Points

- 1 - Village of Cold Spring
- 2 - Mahopac Hamlet
- 3 - Carmel Hamlet
- 4 - Village of Brewster
- 5 - Town of Patterson

Sustainable Development Areas

- 6 - Towners Road and Hill & Dale Road, Lake Carmel (Complete Streets)
- 7 - Fairfield Drive and Haviland Drive, Putnam Lake (Complete Streets)
- 8 - Baldwin Place Road near Mahopac Schools, Mahopac (Complete Streets)
- 9 - Oscawana Lake Road, Town of Putnam Valley (Complete Streets)
- 10 - Route 312 and Farm to Market Road, Town of Southeast (Complete Streets)
- 11 - Route 9D between Chestnut Street and Paulding Avenue, Village of Cold Spring (Complete Streets)

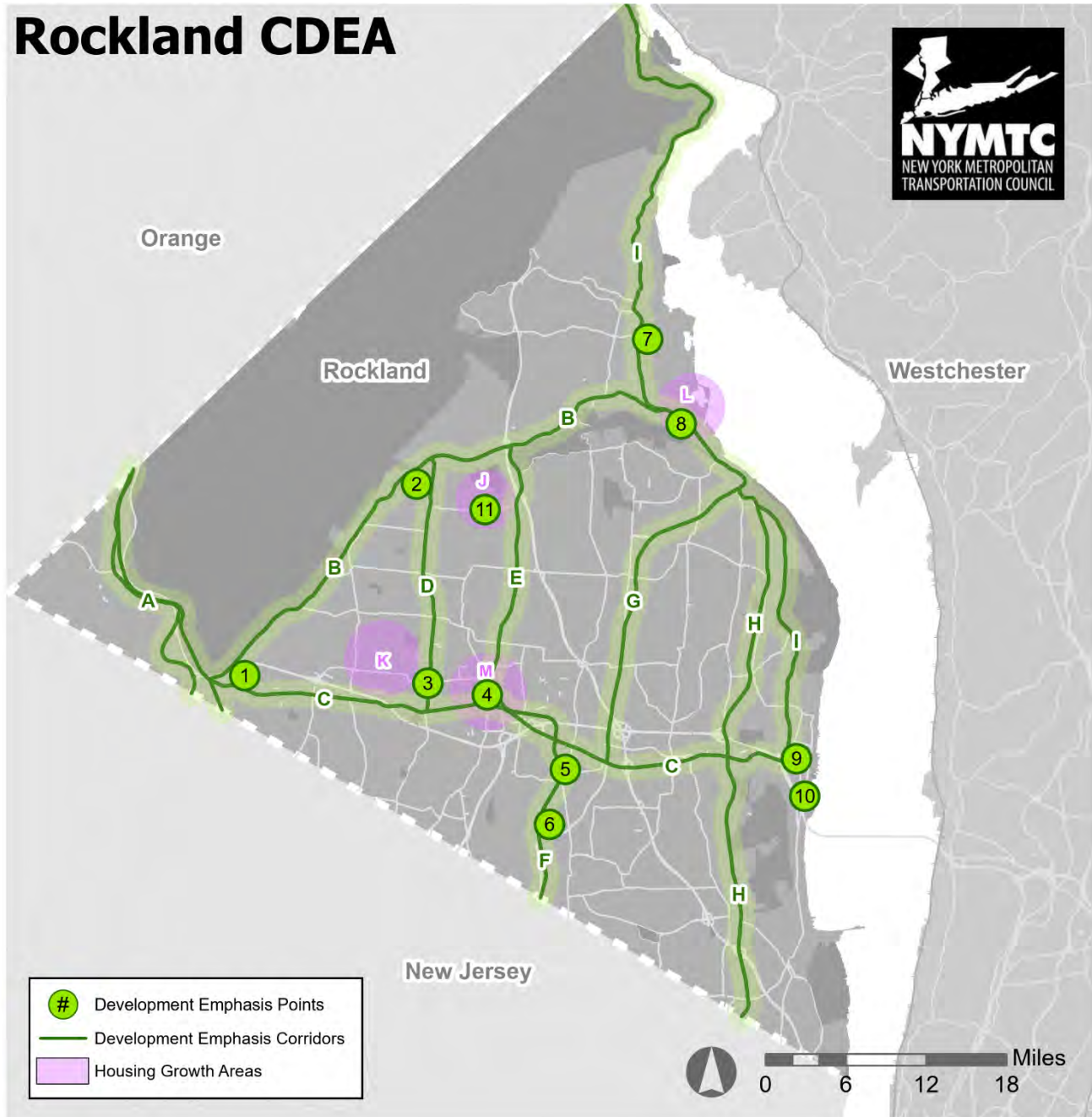
Development Emphasis Corridors

- A - Route 6
- B - Interstate 84

Housing Growth Areas

- C - Carmel
- D - Patterson
- E - Brewster
- F - Cold Spring
- G - Southeast

Figure 3.9 Rockland County CDEAs and Housing Growth Areas



Development Emphasis Points

- 1 - Suffern
- 2 - Harriman Meadows Development
- 3 - Monsey/Kaser
- 4 - Spring Valley/Pascack Ridge
- 5 - Nanuet
- 6 - Pearl River
- 7 - Stony Point /Waterfront Development
- 8 - Haverstraw
- 9 - Nyack/Nyack College
- 10 - South Nyack
- 11 - Miller's Pond Development

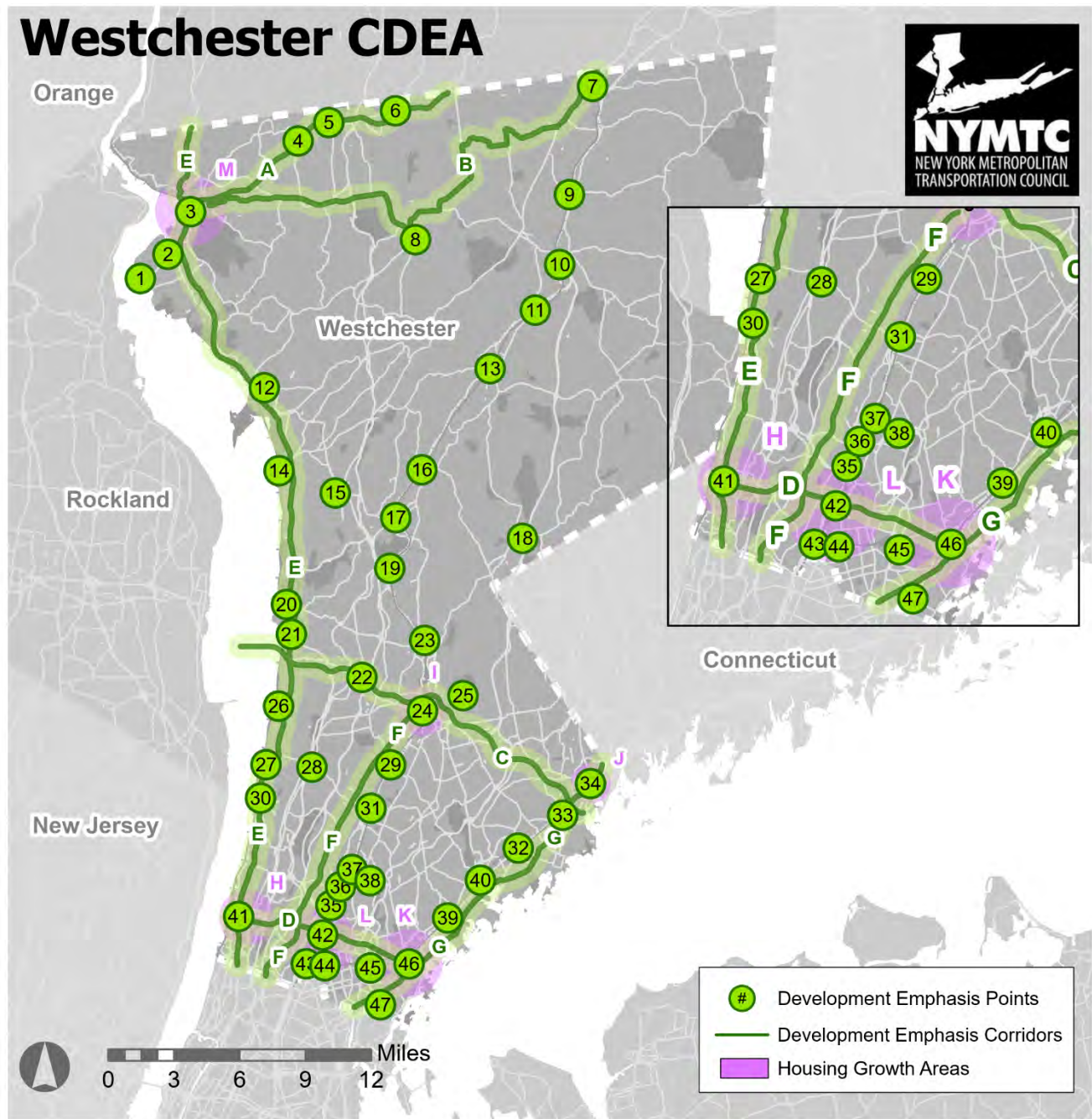
Development Emphasis Corridors

- A - Port Jervis/Main Bergen Rail Line: Sloatsburg to Hoboken, NJ
 B - Route 202: NJ to Haverstraw
 C - Route 59: Suffern to Nyack
 D - Route 306: Route 59 to Route 202
 E - Route 45: Route 59 to Route 202
 F - Spring Valley to Hoboken, NJ
 G - Route 304: Route 59 to Route 9W
 H - Route 303: NJ to Route 9W
 I - Route 9W: Route 59 to Bear Mtn Bridge

Housing Growth Areas

- J - Miller's Pond Development
 K - Monsey
 L - Haverstraw
 M - Spring Valley

Figure 3.10 Westchester County CDEAs and Housing Growth Areas



Development Emphasis Points

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

Development Emphasis Corridors

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

Housing Growth Areas

- H - Yonkers
I - White Plains
J - Port Chester
K - New Rochelle
L - Mount Vernon
M - Peetskill

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). MM TI 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 COMPLETION

2025

PROJECT LOCATION

Borough of the Bronx

TOTAL COST

\$1,700.00 M

SPONSORING AGENCY

NYSDOT

PURPOSE & NEED

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.

The Hunts Point Peninsula is located in the South Bronx and is home to the Hunts Point Food Distribution Center, the largest food distribution facility in the nation. The peninsula also is 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.

This 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.

PROJECT DESCRIPTION

The project from Bruckner Sheridan Interchange to East 141st Street will reconstruct the Bruckner Expressway viaduct and construct new ramps to Edgewater Road and Leggett Avenue to provide a 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. 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.

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 the Eastern Boulevard Bascule bridge (Bruckner Expressway and Bruckner Boulevard over the Bronx River), BIN 2-06667-1 (westbound), and BIN 2-06667-2 (eastbound). It has been determined that the project will have no adverse effect on these eligible historic properties.

OTHER INFORMATION

Total Projected Cost: \$1,700.0 M

Anticipated Funding Sources & Amounts:

National Highway Performance Program (from statewide discretionary allocation)	\$ 270.4 M
New York State PIT Fund	\$ 270.0 M
State Dedicated Fund	\$ 1,159.6 M

Projected Completion Year: 2025

PROJECT NAME

Great Streets Vision Zero – Queens Boulevard

PROJECT COMPLETION

2028

PROJECT LOCATION

Borough of Queens

TOTAL COST

\$320.34 M

SPONSORING AGENCY

NYCDOT

PURPOSE & NEED

In NYCDOT's Vision Zero Pedestrian Safety Action Plan, 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 several 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 most existing subway stations along the corridor do not currently have elevators. A roadway 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

This project focuses on a 5-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
- » z Phase D –Yellowstone Boulevard to Union Turnpike

The project would make permanent the geometric changes installed on Queens Boulevard by NYCDOT 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 also would 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. Alternative 1 is referred to as the No-Build Alternative and maintains the existing conditions 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 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, ADA-compliant upgrades, and roadway reconstruction and resurfacing.

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 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

PINs: X77338, X76129, X77384, X77385

Total Projected Cost: \$320.34 M

Anticipated Funding Sources:

Federal

State

Local

Projected Completion Year: 2028

PROJECT NAME

Woodhaven SBS – Capital Improvements

PROJECT COMPLETION

2029

PROJECT LOCATION

Borough of Queens

TOTAL COST

\$258.8 M

SPONSORING AGENCY

NYCDOT and MTA

PURPOSE & NEED

The Woodhaven Boulevard Select Bus Service (SBS) corridor is served by the Q52 and 53 SBS routes. It extends from a northern terminal at 61st Street and Roosevelt Avenue to southern terminals in the Rockaways at Beach 54th Street on the Q52 and at Beach 116th Street on the Q53. Service started in 2017, and this 14-mile corridor currently serves about 30,000 transit trips daily.

The goal of this project is to: (1) improve bus speed and reliability; (2) allow passengers to access bus stations safely and easily; (3) improve walkability, particularly at street crossings; and (4) allow drivers to reach their destinations at a reasonable and safe speed.

NYCDOT believes that the project will provide faster, more reliable service in the corridor, while improving motorist and pedestrian safety. The project is intended to provide better connections to and between commuter rail, subway, long distance and local bus services in Queens, some of which serve John F. Kennedy International Airport.

PROJECT DESCRIPTION

This project would provide bus rapid transit (BRT) service, including dedicated lanes over much of the alignment, enhanced stations with passenger amenities, and roadway improvements for improved pedestrian and roadway user safety.

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, NYCDOT, 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, NYCDOT, 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. NYCDOT 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.

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

NYCDOT completed the environmental review process with receipt of a Categorical Exclusion from FTA in July 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."

It has been determined that 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: \$258.8 M

Anticipated Fund Sources & Amounts:

Federal	\$ 97.2 M
State	\$ 33.3 M
Local	\$ 128.4 M

Projected Completion Year: 2029

PROJECT NAME

Hudson Tunnel Project

PROJECT COMPLETION

2038

PROJECT LOCATION

Borough of Manhattan

TOTAL COST

\$8,021.0 M*

SPONSORING AGENCY

Gateway Development Commission

***Note:** Represents 50% of total project cost. Additional costs are programmed within the NJTPA Regional Transportation Plan, bringing the project total to the full estimated cost of \$16,040,0 million.

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 – 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 Plan 2050: 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. 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*: \$8,021.0 M

* The Hudson Tunnel Project's March 2025 Financial Plan has an estimated construction cost of \$16.04 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 Funding Sources & Amounts:

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 Year: 2038

PROJECT NAME NY Route 347 Safety and Mobility Improvement Project	PROJECT COMPLETION 2034
PROJECT LOCATION Suffolk County	TOTAL COST \$453.7 M
SPONSORING AGENCY NYSDOT	

PURPOSE & NEED

The planning, development, and selection of a preferred alternative in the 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.

PROJECT DESCRIPTION

Route 347 from Terry Road to Hallock Road will be reconstructed 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. Route 347 from Hallock Road to CR 97 will be reconstructed to improve safety, operations, and mobility for vehicles, pedestrians, bicyclists, and transit users. The project will 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 will implement “Green Route” 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. 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 supplement to the original corridor planning study report was developed, and a tenth alternative, the Build Alternative was proposed.

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

This project has no environmental justice implications.

The environmental factors and benefits that played a role in selecting 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 in decision 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

Total Projected Cost \$453.7 M

Anticipated Funding Sources & Amounts

Federal	\$ 368.9 M
State	\$ 84.8 M

Projected Completion Year 2034

PROJECT NAME Rehabilitation/Replacement of 5 CBE Bridges from Boston Road to Rosedale Avenue	PROJECT COMPLETION 2030 or 2032
PROJECT LOCATION Borough of the Bronx	TOTAL COST \$890.0 M
SPONSORING AGENCY NYSDOT	

PURPOSE AND NEED

The purpose of this project is to address structural deficiencies and extend the service life of five bridges on the Cross Bronx Expressway (CBE). The needs are to improve the structural integrity of the bridges, to provide the seismic vulnerability rating of the bridges, to address non-standard and non-conforming features, to ease congestion on local streets, and to implement a multimodal community connector road structure.

PROJECT DESCRIPTION

This project will replace and widen four bridges (over West Farms Road, the viaduct from Sheridan Blvd to Bronx River Ave, over Bronx River Parkway, and eastbound ramp to southbound Sheridan Expressway). The Bridge Identification Numbers (BINs) for these structures are 1075559, 1076270, 1066419, and 1067089. The project also will replace the deck and rehabilitate the superstructure for one overpass bridge (Boston Road over the CBE). The BIN for this structure is 1066407. In addition, the project will provide a new ramp from southbound Bronx River Parkway to westbound CBE and implement a multimodal community connector road structure based on the Bronx Major Investment Study.

4-13

ALTERNATIVES CONSIDERED

1. No build
2. "In-kind" deck replacement with superstructure repair of the CBE and construction of a multimodal community connector road structure
3. Widened deck replacement with superstructure and substructure rehabilitation of the CBE and construction of a multimodal community connector road structure
4. Widened superstructure replacement and substructure rehabilitation of the CBE and construction of a multimodal community connector road structure
5. New superstructure and substructure replacement with geometric improvements of the CBE and construction of a multimodal community connector road structure

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

The communities adjacent to the CBE largely consist of low income and/or minority (environmental justice) populations. The effects of the project on these populations will be assessed in the Environmental Assessment (EA). This assessment will consider existing conditions and burdens; evaluate the potential for the project to result in disproportionate and adverse effects to environmental justice populations; and identify opportunities for the project to provide benefits to these populations.

NYSDOT is committed to providing meaningful engagement opportunities with environmental justice populations in the transportation decision-making process for the project, as documented in the project's drafted Environmental Justice Public Engagement Plan (PEP), which is available on the project website. Ongoing public engagement activities conducted by NYSDOT for this project have included stakeholder meetings to receive input from community groups and organizations, holding community walk-throughs of the project site, attending community board meetings, and the distribution of a one-page fact sheet (in both English and Spanish) to interested stakeholders. These engagements will continue throughout the environmental process and over the duration of the project.

OTHER INFORMATION

PIN: X72707

Total Projected Cost: \$890.0 M

Anticipated Funding Sources:

Federal (NHPP, CMAQ)

State

Projected Completion Year: 2030 or 2032, depending on the selected project option

PROJECT NAME Midtown Bus Terminal Replacement	PROJECT COMPLETION 2028, 2032, 2040
PROJECT LOCATION Borough of Manhattan	TOTAL COST \$10,000.0 M
SPONSORING AGENCY Port Authority of New York and New Jersey (PANYNJ)	

PURPOSE AND NEED

1. Address the future of an aging and obsolete **facility**
2. Meet forecasted year 2040 bus ridership for trans-Hudson commuters and intercity bus passengers for services projected to be operating within the Port **Authority Bus Terminal (PABT)**
3. Improve bus storage and staging to reduce bus idling, relieve on-street congestion, and improve bus network reliability
4. Update the technology and equipment of the PABT and modernize services and amenities for bus passengers using the facility

PROJECT DESCRIPTION

PANYNJ proposes to replace the existing PABT in Manhattan with a new Main Terminal, SSF (also referred to as the West Adjunct in the Final NEPA Scoping Information Packet), and associated ramp infrastructure (the 'Replacement Facility'), accompanied by private development to assist in funding the project. To accommodate the new Main Terminal, a portion of West 41st Street between Eighth and Ninth Avenues would be closed permanently. Two decks over below-grade portions of Dyer Avenue and the Lincoln Tunnel Expressway would be constructed to facilitate construction-period bus operations. These "Dyer Deck-Over" would be converted to publicly accessible open space following completion of the Replacement Facility. The Replacement Facility, private development, and conversion of the Dyer Deck-Over to publicly accessible open space are collectively referred to as the "Proposed Project."

ALTERNATIVES CONSIDERED

13 alternatives for a potential redevelopment / replacement facility were considered, as listed below; a modified version of Alternative #3 (Build-in-Place) was selected.

5. Arcadis D&D Ninth Avenue (midblock to Dyer)
6. Archillier D&D Ninth Avenue (midblock to Dyer)
7. Build-in-Place Eighth Avenue
8. Combined Galvin & Dyer MBMP Concept 3
9. Galvin Only MBMP Concept 5
10. HTC D&D Below grade at Eighth Avenue
11. NJ Terminal w/ Bus Shuttle Terminal at Ninth Avenue

12. Pelli Clarke Pelli D&D Ninth Avenue
13. Perkins Eastman D&D Eleventh Avenue (Javits Center)
14. RPA Split Operations Eleventh Avenue (Javits)/Eighth Avenue
15. Westward Expansion from South Wing MBMP Concept 1
16. Westward Expansion of Shifted South Wing with Dyer Storage MBMP Concept 4
17. Westward Expansion of Shifted South Wing with Galvin Storage MBMP Concept 2

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

The project is not anticipated to have a disparate outcome with negative / adverse impacts or effects to environmental justice populations.

The project is anticipated to have adverse effects on the following five historic properties: Lincoln Tunnel North Tube Entry Portal: Light Tower & Masonry Walls, McGraw-Hill Building, Paddy's Market Historic District (Metro Baptist Church), Holy Cross Roman Catholic Church Complex, and the St. Raphael Roman Catholic Church & Rectory.

OTHER INFORMATION

Total Projected Cost \$10,000.0 M

Anticipated Funding Sources

PANYNJ Capital Plan

Federal loan(s), e.g., TIFIA

Revenue generated by sale of development rights

Payment in lieu of taxes (PILOT) payments.

Projected Completion Year

Phase 1: Ramps, Storage & Staging Facility, Dyer deck-overs (for interim bus operations) – 2028

Phase 2: Demolition of existing PABT, construction of new Main Terminal – 2032

Phase 3: Construction of private development and conversion of Dyer deck-overs into publicly- accessible space – est. by 2040

PROJECT NAME Hunts Point Terminal Produce Market Intermodal Facility	PROJECT COMPLETION 2028
PROJECT LOCATION Borough of the Bronx	TOTAL COST \$650.0 - \$738.0 M
SPONSORING AGENCY NYCDOT / NYCEDC	

PURPOSE AND NEED

The Hunts Point Terminal Produce Market Intermodal Facility (Produce Market), built in 1967, is beyond its useful life. The warehouse buildings do not meet cold-chain compliance requirements under the federal Food and Drug Administration's (FDA) Food Safety Modernization Act (FSMA). Further, the buildings lack sufficient refrigerated warehouse capacity to keep pace with demand. As a result, approximately 1,000 diesel-powered Truck Refrigeration Units (TRUs) are idling on site 24/7, serving as additional cold storage. This situation is operationally inefficient and expensive, and it generates negative environmental and health impacts on the Hunts Point community. Traffic conflicts and a shortage of parking and queueing areas on site further hinder operations, leading to extensive traffic congestion and pervasive truck idling that add significant diesel emissions and affect local and regional transit networks.

PROJECT DESCRIPTION

The project will redevelop the Produce Market intermodal facility to include improved circulation with expanded warehouse space with solar panels or a green roof with truck and auto charging stations. The new facility will be an approximately one million square foot state-of-the art facility with about 825,000 square feet of refrigerated warehouse space. The project also will improve site circulation and coordination of inbound and outbound traffic, and it will facilitate increased rail usage. Benefits will include improved safety, reduced air pollution, increased efficiency of freight movements, and improved state of good repair.

ALTERNATIVES CONSIDERED

The following two other alternatives to a full redevelopment project were considered:

Alternative 1 – No Action. The facility would continue to deteriorate and fail to support operations of the Produce Market Cooperative, and the facility would not meet the FDA's food safety standards. Further, environmental impacts would continue, as the TRUs idling on site and traffic circulation problems would remain as they are.

Alternative 2 – Renovation. A proposed renovation plan was found to cost about the same in capital investment as a full redevelopment, while leading to higher operational expenses, as the existing buildings eventually would require extensive upgrades and continued maintenance repairs. Further, renovations alone would not address the issues of the idling TRUs.

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

The site does not appear to contain any State or National Register eligible historic resources; however, this needs to be confirmed by consulting with the NY State Office of Parks, Recreation and Historic Preservation.

OTHER INFORMATION

Plan ID # NYCBX2129C

Total Projected Cost: \$650.0 – 738.0 M

Anticipated Funding Sources & Amounts:

FHWA Infra - \$ 110.0 M

CMAQ - \$ 25.0 M

NYS - \$ 130.0 M

NYC - \$ 130.0 M

Developer / private funding up to \$350M

Projected Completion Year: 2028

PROJECT NAME Interborough Express (IBX)	PROJECT COMPLETION 2032
PROJECT LOCATION Boroughs of Brooklyn and Queens	TOTAL COST \$5,500.0 M
SPONSORING AGENCY Metropolitan Transportation Authority (MTA)	

PURPOSE & NEED

This project is a transformative light rail transit project that will connect areas of Brooklyn and Queens currently underserved by transit. The project substantially will reduce travel times between the two boroughs, reduce congestion, and expand economic opportunities for the people who live and work in the surrounding neighborhoods. The project will reduce or eliminate the need for transit users traveling between Brooklyn and Queens to travel through Manhattan, with travel times savings expected up to 30 minutes per trip. IBX is especially beneficial for those who need to travel within the corridor itself. Over 55% of Brooklyn residents living within the corridor work in Brooklyn, and 40% of Queens residents living within the corridor work within Queens. The project also advances fairness within the MTA's transportation network. Almost three-quarters of the corridor's residents are people of color, 19% are below the poverty line, and 50% of the households do not own a car. On top of these direct benefits, the increase in transit access potentially will reduce roadway congestion.

PROJECT DESCRIPTION

This project is a new 14-mile transit line serving Brooklyn and Queens along an existing freight rail corridor. The Long Island Railroad (LIRR) owns most of the corridor (11 miles), while CSX owns the northern three miles. The new service will connect to 17 subway lines (2, 3, 5, 7, A, B, C, D, E, F, J, L, M, N, R, Q, Z), 51 bus routes, and the LIRR. A maintenance and storage facility will be located near the Brooklyn Army Terminal and the 65th Street Yard in Brooklyn.

ALTERNATIVES CONSIDERED

A Planning & Environmental Linkages study evaluated three alternatives identified for further investigation in the Feasibility Study: Light Rail Transit (LRT), Conventional Rail (CR), and Bus Rapid Transit (BRT). These alternatives underwent further engineering, transit planning, and environmental evaluation, allowing MTA to consider additional measures not assessed in earlier studies. All three alternatives would be electrically-powered and operate primarily within the existing freight rail corridor. MTA identified measures to evaluate and compare the three alternatives from the perspectives of the purpose and need, goals and objectives, engineering, transit planning, and public input.

ENVIRONMENTAL – HISTORIC PRESERVATION IMPLICATIONS

IBX would bring new transit connections to historically underserved communities. Of the census tracts that fall in the study area, 65% of them are classified as "Environmental Justice Areas," and a further 21% are classified as "Potential Environmental Justice Areas." Almost three-quarters of the population served are people of color, and one in four people has limited fluency in English. A third of households are below 150%

of the poverty line. Providing additional reliable, high-frequency transit options for households in the study corridor, half of which do not own a car, would increase mobility and access to economic opportunities.

Since 2023, early environmental analyses have begun in anticipation of Federal Transit Administration (FTA) approval to formally begin the National Environmental Policy Act (NEPA) environmental review process. To date, the MTA has hosted more than 35 project meetings with elected officials, stakeholders and the public. This includes three virtual and nine in-person open house meetings, including the most recent open house in Jackson Heights, Queens, in May 2025, which attracted 150 attendees. . The in-person open house meetings have been attended by over 1,000 individuals, and additional public meetings will be announced in the future, including public hearings associated with the environmental review process.

OTHER INFORMATION

Total Projected Cost: \$5,500.0 M

Anticipated Funding Sources:

MTA expects to apply for the FTA Capital Investment Grant “New Starts” program. In the MTA’s latest 2025-2029 Capital Plan, IBX received significant funding, which enables us to advance the project into the next stage of design. This Preliminary Engineering (PE) phase, which will bring the project up to a 30% level of design, will begin in 2025 and last approximately two years. Project funding was also obtained through the FY2024 New York State budget.

Federal formula

Federal project-specific

State / local

Projected Completion Year: 2032