

APPENDICES

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Appendix A - TIP Funding Codes

FEDERAL FUND SOURCES: Federal funds are usually 80% with a required 20% state or local fund match. IM and STP Safety are 90% Federal and 10% match. Federal funds are provided from the Federal motor fuel tax deposited in the Highway Trust Fund. Although funds can be flexed between modes, CMAQ and several STP fund sources have been flexed towards transit projects.

Funds Administered by the Federal Transit Administration

3037 – FTA Section 3037 Job Access Reverse Commute (JARC): An FTA program to assist in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services.

5307 – FTA Section 5307: Is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation

5309 – FTA Section 5309: The Section 5309 capital program provides funding for the establishment of new rail or busway projects (new starts), the improvement and maintenance of existing rail and other fixed guideway systems that are more than seven years old, and the upgrading of bus systems.

5310 – FTA Section 5310: Funds made available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state.

5311 – FTA Section 5311: This program provides funding for public transportation in non-urbanized areas.

Funds Administered by the Federal Highway Administration

CMAQ – Congestion Mitigation and Air Quality: Funds for projects that will assist an area in reducing transportation-related emissions in “non-attainment” and “maintenance” areas. The available funding is determined by a formula calculation based on population and EPA’s severity classification for ozone and carbon monoxide air pollution.

DEMO – Demonstration Funds: Funds set aside, earmarked, or authorized for a particular demonstration project.

EAR – Earmarked Funding: Funds set aside as an earmark in a Federal action (appropriate or transportation bill) or can be reasonably expected in upcoming actions.

FBD – Ferry Boat Discretionary: A discretionary program for the construction of ferry boats and ferry terminal facilities.

HBRR – Highway Bridge Replacement and Rehabilitation Program: A formula based program for the repair or replacement of deficient highway bridges on Federal-aid highway and some road that are generally not eligible for Federal-aid.

HPP – High Priority Projects: Projects that were specifically earmarked as part of TEA-21.

IM – Interstate Maintenance: A formula based program that promotes maintenance of the Interstate System through approval of projects for resurfacing, restoration and rehabilitation, and through preventive maintenance activities for routes on the Interstate System.

ITS – Intelligent Transportation Systems: Congressional designated funding for ITS type projects.

NHS – National Highway System: A formula program for improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals.

REC – Recreational Trails: Funds provided to a state to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized trail use.

S115 - Section 115 Surface Transportation Projects of the FFY 2004 Omnibus Appropriation Act has been created to provide funding for surface transportation non-highway projects.

SCBY - National Scenic Byways Program: A discretionary program to promote the recognition and enjoyment of America's memorable roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities.

SPAP – Special Appropriations: Funds specifically appropriated in a Federal action.

STPE – Surface Transportation Program (Enhancement Program): Ten percent of the formula-based STP funds must be designated for transportation enhancement activities to assist communities attain social, cultural, aesthetic, and environmental goals.

STPR – Surface Transportation Program (Rail): A portion of the STP Safety funds are used for safety rail related projects.

STPS – Surface Transportation Program (Safety): Ten percent of the formula-based STP funds must be designated for safety projects such as railway/highway grade crossings or hazard elimination programs on any public road.

STPU – Surface Transportation Program (Urban): Formula-based STP funds suballocated for an urbanized area with over 200,000 population and used for a variety of transportation improvements.

STPV – Surface Transportation Program (Small Urban): Formula-based STP funds suballocated for small urbanized areas.

STPW – Surface Transportation Program (Rural): Formula-based STP funds suballocated for non-urbanized areas typically on roads classified as rural minor collectors.

STPX – Surface Transportation Program (Flexible): The most versatile of the formula-based STP funds used for a variety of transportation improvements to include “flexing” fund to transit projects.

TCSP - Transportation and Community and System Preservation Pilot Program: A discretionary and earmarked program for planning and implementation grants, technical assistance and research to investigate and address the relationship between transportation; community and system preservation; and private sector-based initiatives.

TWYI – IM for Thruway: Same as IM - a formula based program that promotes maintenance of the Interstate System through approval of projects for resurfacing, restoration and rehab., and through preventive maintenance activities for routes on the Interstate System.

LOCAL FUND SOURCES:

LCL – Local: Local MTA funding.

LOC – Local: Local government, authority, or public corporation funding.

NYS – New York State: Funding from a variety of New York State sources that is not SDF or TWY.

SDF – State Dedicated Funds: A state dedicated fund source that is generated through a state gasoline tax and is for projects throughout the state.

TWY – Thruway: Funds from the NYS Thruway Authority that are identified and used on Thruway projects.

UTIL – Utility: Funds from the utility.

Appendix B - TIP Project Category Definitions (Work-types)

The following work-types are based on the main objective of the projects:

1. BRIDGE – Construction, reconstruction, recondition, bridge preventive maintenance, painting, inspections, or any bridge or viaduct related to include its approaches.
2. CONST – Construction of a new highway on a new alignment or added lanes on an existing roadway to includes initial construction of an expressway or an arterial.
3. INTER – Projects where the primary objective is to provide operational improvements at specific intersections.
4. MISC – Projects such as landscaping, noise barriers, soil boring, demonstrations (such as an AQ Demo), freight, and non-transit funding blocks.
5. MOBIL – Traffic operations (channelization/signals, and other strategies), High Occupancy Vehicle (HOV), Transportation System Management (TSM), incident management, demand management (VTCS/ITS, park-and-ride, and other strategies), bike/pedestrian ways.
6. RECON – Major reconstruction of existing highways including sub-base and pavement.
7. R&P – Recondition and Preservation, Rehabs, Preventive Maintenance, Resurfacing of highways. Simple rehabilitations tend to be R&P.
8. SAFETY – Median barrier/guide rails, hazard elimination, drainage, striping, signing, scoring, and lighting. “Where and When” roadway program falls into this category.
9. STUDY – Study of transportation alternatives with a specific corridor or route or a transportation problem. Studies could be general, freight, land-use, air quality, surveys, etc...
10. TRAFFIC – Projects designed to improve the capacity and efficiency of the traffic network, such as signalization.
11. TRANSIT – Projects that add service, capacity to the transit network (including ferries) or projects that are capital or operating to include, stock, equipment, terminal rehabilitation, yards, depots, shops, power, security, operating assistance, and transfer blocks.

Note that the MTA Rail Programs have a different breakdown of work-types.

Appendix C – Disposition of FFY 2006-2010 TIP

Disposition of MHSTCC Project Listings

PIN	Project Name	Project Type	County	Sponsor	Project Status
800320	TSP STAGE 5: RAMP X RECON: HAWTHORNE-MILLWOOD	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
800400	BEAR MT PKWY PAVEMENT FROM RT 9 TO RT 35	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
800616	RT 120 PMI: MT PLEASANT TOWN LINE-ROUTE 117	RECON	WESTCHESTER	NYSDOT	OBLIGATED
801009	RT 9: RT 117 - EMWILTON PAVEMENT RESURFACING	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
801033	RT 9 CULVERT REPLACEMENT RTE 9, PHILIPSTOWN	RECON	PUTNAM	NYSDOT	PROGRAMMED
801040	ROUTE 9/CR 306 (HIGHLAND AVE) BRIDGE REHAB	BRIDGE	WESTCHESTER	NYSDOT	WITHDRAWN
801051	ROUTE 9 TARRYTOWN DRAINAGE REMEDIATION	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
801053	RT 9 PAVMENT: BELLWOOD AVE-RTE 117 EB RAMP	RECON	WESTCHESTER	NYSDOT	OBLIGATED
801054	RT 9 PMI: REVOLUTIONARY RD TO SNOWDOWN RD	RECON	WESTCHESTER	NYSDOT	OBLIGATED
801056	RT 9 PAVMENT: YONKER CITY LINE-FLOWER AVE	RECON	WESTCHESTER	NYSDOT	OBLIGATED
801057	RT 9 PMI: LOUISA STREET TO MAIN STREET	RECON	WESTCHESTER	NYSDOT	PROGRAMMED UNDER
801415	RT 45 FROM HICKORY TO WASHINGTON AVE PMI	RECON	ROCKLAND	NYSDOT	CONSTRUCTION
801719	ROUTE 117/METRO-NORTH BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
801726	RT 117 PAVMENT: BEDFORD ROAD-SMITH STREET	RECON	WESTCHESTER	NYSDOT	OBLIGATED UNDER
801727	SFY 03/04 PMI:BRIDGE OVER RR TO SMRP	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
801905	ROUTE 118 @ UNDERHILL ROAD IMPROVEMENTS	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
802011	RT 119 RECON: I287 TO RT 100 STAGE 3, GREENBGH	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
802016	RT 119/RT 100A INTERSECTION RECON, STAGE 1	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
802017	RT 119/RT 100B INTERSECTION RECON, STAGE 2	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
802136	ROUTE 52/311 REHAB: COUTY RD 48 TO I84	MISC	PUTNAM	NYSDOT	PROGRAMMED
802137	RT 52 @ FARMERS MILL RD IMPROVEMENTS, KENT	INTER	PUTNAM	NYSDOT	COMPLETE
802224	RT 100 WCC-VIRGINIA ROAD RECON, GREENBURGH	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
802231	ROUTE 100/PLUM BROOK DECK REPLACEMENT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
802232	ROUTE 100/OLD RR GRADE BIKEWAY, SOMERS	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
802304	RT 100A & 100B INTERSECTION IMPROVEMENT	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
802608	RT 120/MNRR DECK REPLACEMENT, NEW CASTLE	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
802610	RECONSTRUCT ROUTE 120/ROUTE 133 INTERSECTION	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
802611	ROUTE 22/120/I-684 RECONSTRUCTION	INTER	WESTCHESTER	NYSDOT	OBLIGATED
802614	RT 120 PMI: ROUTE 117 TO ROUTE 100	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
803025	ROUTE 59/ERIE RR BRIDGE REPLACEMENT	BRIDGE	ROCKLAND	NYSDOT	OBLIGATED
803026	ROUTE 59 BRIDGE REHAB: PIP - RT 303	BRIDGE	ROCKLAND	NYSDOT	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
803038	RT 59/WESTERN HIGHWAY & CSX RIVER LINE REHAB	BRIDGE	ROCKLAND	NYSDOT	COMPLETE
803039	RTE 59 PMI: COLLEGE RD TO AUGUSTA AVE	R&P	ROCKLAND	NYSDOT	PROGRAMMED
803040	RTE 59 PMI	RECON	ROCKLAND	NYSDOT	OBLIGATED
803207	ROUTE 125 CORRIDOR INTERSECTION IMPROVEMENTS	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
803210	OLD MAMARONECK ROAD COMPUTERIZED SIGNALS	TRAFFIC	WESTCHESTER	WHITE PLAINS	PROGRAMMED
803211	ROUTE 125/195BRIDGE REHAB, MAMARONECK	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
803212	ROUTE 125/DAISY FARM RD DRAINAGE IMPROVEMENTS	SAFETY	WESTCHESTER	NYSDOT	COMPLETE
803402	RT 128 PAVEMENT (PMI): RT 22 - RT 117	RECON	WESTCHESTER	NYSDOT	COMPLETE
803805	RT 133 IMPROVEMENTS: VAIL LANE - RT 100	SAFETY	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
803811	ROUTE 133 PMI: ROUTE 100-ROUTE 120	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
804094	ROUTE 9/CENTRAL AVE BRIDGE REHAB,PEEKSKILL	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
804204	RT 134 IMPROVEMENTS: ARCADY-PINES BR,YORKTOWN	RECON	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
804409	RT 138 PAVMENT: RT 100-WEST OF PLUM BROOK RD	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
804602	RT 141 PMI: LIVERTY AVE - RT 117 MANVILLE RD	RECON	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
805315	RT 301 SFAC: RT 9-DENNYTOWN ROAD SFY 04/05	RECON	PUTNAM	NYSDOT	CONSTRUCTION
805525	RT 306 SIDEWALK: VIOLA RD - GRANDVIEW AVE	MOBIL	ROCKLAND	NYSDOT	PROGRAMMED
806197	I-84 PAVEMENT REHAB: LUDINGTONVILLE ROAD-I684 (firmly 8062.DD)	RECON	PUTNAM	NYSDOT	COMPLETE
806206	I84 MIS: ROUTE 9W-CONNECTICUT STATE LINE	STUDY	PUTNAM	NYSDOT	PROGRAMMED
806210	I-84/DINGLE RIDGE ROAD BRIDGE REPLACEMENT	BRIDGE	PUTNAM	NYSDOT	PROGRAMMED
806226	I-84 PAVEMENT REHAB: I684-CONN STATE LINE (formally 8062.CC)	RECON	PUTNAM	NYSDOT	PROGRAMMED
807102	ROUTE 164 /ROUTE 311 INTERSECTION REALIGNMENT	RECON	PUTNAM	NYSDOT	WITHDRAWN UNDER CONSTRUCTION
807103	RT 164 SFAC: RT 311-FARM MARKET ROAD	RECON	PUTNAM	NYSDOT	CONSTRUCTION
807414	ROUTE 45 SIDEWALKS, SPRING VALLEY	MOBIL	ROCKLAND	NYSDOT	WITHDRAWN
808804	REGIONAL COMMUTER CHOICE BRANDING RFP	STUDY	MULTI-COUNTY	NYSDOT	PROGRAMMED
809343	PIP PAVEMENT REHAB: NO MIDDLETOWN - RT 9W	RECON	ROCKLAND	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
809347	PALISADES INTERSTATE PARKWAY BIKE PATH I	MOBIL	ROCKLAND	NYSDOT	CONSTRUCTION UNDER CONSTRUCTION
809348	PIP BRIDGE REPLACEMENT OVER ROUTE 202	BRIDGE	ROCKLAND	NYSDOT	CONSTRUCTION
809355	PIP TRAILWAY STAGE II	MOBIL	ROCKLAND	NYSDOT	PROGRAMMED
809937	CCP/SMRP INTERCHANGE SAFETY IMPROVEMENTS	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
809941	ATMS/ATIS: CROSS COUNTY PARKWAY	TRAFFIC	WESTCHESTER	NYSDOT	PROGRAMMED
810136	EAST 3RD STREET/HRP BRIDGE REHAB	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
810138	HRP/HUTCHINSON RIVER BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
810140	HRP: WILMONT RD-RT 125, RT 125-MAMARONECK AVE	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
810141	ATMS/ATIS: HUTCHINSON RIVER PARKWAY	TRAFFIC	WESTCHESTER	NYSDOT	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
810320	ROUTE 9A REHAB: ARDSLEY-PARK AVENUE	RECON	WESTCHESTER	WESTCHESTER	COMPLETE
810322	RT 9A TRAFFIC IMPROVEMENTS: RT 119-RT 100C	CONST	WESTCHESTER	NYSDOT	PROGRAMMED
810325	ROUTE 9A IMPROVEMNTS: RT 9-WELCHER	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
810330	P'VILLE RD/RT 9A ACC-PMI, BRIARCLIFF MANOR	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
810331	SAW MILL IMPROVEMENTS: TUCKAHOE RD-ASHBURTON	RECON	WESTCHESTER	YONKERS	PROGRAMMED
810339	ROUTE 9A/METRO-NORTH RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	NYSDOT	WITHDRAWN UNDER
810346	RT 9A PAVMENT: RT129-FARRINGTON AVE	RECON	WESTCHESTER	WESTCHESTER	CONSTRUCTION UNDER
810347	RT 9A PAVMENT: WHITE HOUSE ROAD-ROUTE 119	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
810622	ATMS/ATIS:SPRAIN BROOK PKWY; BRP TO I287	TRAFFIC	WESTCHESTER	NYSDOT	PROGRAMMED
810623	ATMS/ATIS:SPRAIN BROOK PKWY;I287 TO TSP	TRAFFIC	WESTCHESTER	WESTCHESTER	PROGRAMMED
810624	SPRAIN SB TO RT 100 SB RAMP IMPROVEMENTS	SAFETY	WESTCHESTER	NYSDOT	WITHDRAWN UNDER
811333	I-684 RESURFACING: CWE-CONN BRIDGES	BRIDGE	WESTCHESTER	NYSDOT	CONSTRUCTION
811340	I-684 REHAB: HARRIS ROAD-ROUTE 35	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
811345	I-684 NB RAMP TO I-84 EB RAMP IMPROVEMENTS	RECON	PUTNAM	NYSDOT	WITHDRAWN
811351	TURK HILL ROAD/I-684 BRIDGE DECK REPLACEMENT	BRIDGE	PUTNAM	NYSDOT	PROGRAMMED
811902	GROVE STREET EXTENSION	CONST	WESTCHESTER	WESTCHESTER	WITHDRAWN
812644	TSP: RT 35/ 202 TO RT 6, STAGE 1;	RECON	WESTCHESTER	WESTCHESTER	COMPLETE
812656	TSP & BRYANT POND ROAD GAS CLEANUP,PUTNAM VLY	MISC	PUTNAM	NYSDOT	PROGRAMMED
812658	TSP REHAB: BRYANT POND-BULLET HOLE RD	RECON	PUTNAM	NYSDOT	PROGRAMMED
812659	TSP REHAB: STILLWATER POND ROUTE - ROUTE 301	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
812690	TSP/RR BRIDGE REHAB, MOUNT PLEASANT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED UNDER
812696	TSP RECONSTRUCTION: RT 35/202 - RT 6, STAGE 2	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
812699	TSP LANDSCAPING STAGE 1: RT 35/202 - RT 6	MISC	WESTCHESTER	NYSDOT	PROGRAMMED UNDER
812706	TSP PAVEMENT(SB): 184-N OF HOSNER MOUNTAIN RD	RECON	MULTI- COUNTY	NYSDOT	CONSTRUCTION UNDER
812708	987G PMI: N ARTHURSBURG RD - ROUTE 55.	RECON	MULTI- COUNTY	NYSDOT	CONSTRUCTION UNDER
812711	DRAINAGE REPAIR: TSP RTE 100	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
812719	TSP PAVMENT: WESTCHSTR LINE-N 5 MILES	MOBIL	WESTCHESTER	WESTCHESTER	WITHDRAWN
813064	ROUTE 22 FROM I-84 TO CR 65 RECONSTRUCTION	CONST	PUTNAM	NYSDOT	PROGRAMMED
813075	RT 120: RT 22-I684 RECONSTRUCTION, N CASTLE	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
813103	RT 22 PMI: OLD RT 137 - RT 202	RECON	WESTCHESTER	NYSDOT	OBLIGATED
813112	RTE 22/120/I684 STAGE 2 RECONSTRUCTION	RECON	WESTCHESTER	NYSDOT	PROGRAMMED UNDER
813118	RT 22 PAVMENT: TRIPP LANE-MIDDLE PATENT ROAD	RECON	WESTCHESTER	WESTCHESTER	CONSTRUCTION
821659	SAW MILL PKWY/KISCO AVE BRIDGE REHAB,MT KISCO	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
821663	SAW MILL PKWY PAVEMENT REHAB: RT 120 - RT 117	RECON	WESTCHESTER	NYSDOT	PROGRAMMED

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821664	SMRP/READERS DIGEST ROAD INTERSECTION SAFETY	SAFETY	WESTCHESTER	WESTCHESTER	PROGRAMMED
821668	SAW MILL PKWY/CATSKILL AQUEDUCT BRIDGE RPLMNT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
821669	ATMS/ATIS: SAW MILL RIVER PKWY	TRAFFIC	WESTCHESTER	NYSDOT	PROGRAMMED
821670	ATMS/ATIS: SAW MILL RIVER PKWY;CWE TO I-684	TRAFFIC	WESTCHESTER	NYSDOT	PROGRAMMED
821673	SFY 02/03 PMI:SMRP; ASHFORD AV-I287	RECON	WESTCHESTER	WESTCHESTER	COMPLETE
821674	SMRP PMI: FARRAGUT AVENUE-LAWRENCE STREET	RECON	WESTCHESTER	WESTCHESTER	COMPLETE
821675	SMRP PMI; NO TUCKAHOE RD BRIDGE-TOMPKINS AVE	BRIDGE	WESTCHESTER	WESTCHESTER	PROGRAMMED
821676	SMRP PMI: READERS' DIGEST ROAD-HARRIS ROAD	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
821677	SAW MILL RIVER PARKWAY AT CYRUS FIELD ROAD	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED UNDER CONSTRUCTION
821679	SFY 03/04 PMI: SMRP	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
823903	RT 9W/SHORT CLOVE RD INTERSECTION IMPROVEMENT	INTER	ROCKLAND	NYSDOT	PROGRAMMED
823911	ROUTE 9W/ROCKLAND LAKE OUTLET BRIDGE REPLCMNT	BRIDGE	ROCKLAND	NYSDOT	PROGRAMMED
823913	ROUTE 9W/CEDAR POND BROOK BRIDGE REHAB	BRIDGE	ROCKLAND	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
823926	RT 9W PMI: S. HIGHLAND AVE TO LAKE RD	RECON	ROCKLAND MULTI- COUNTY	NYSDOT	CONSTRUCTION
832716	RT 9D REHAB: RT 301-BEACON S CITY LINE	RECON	ROCKLAND MULTI- COUNTY	NYSDOT	PROGRAMMED
832734	RTE 9D PAVEMENT: BANK/PAULDING AVE-FAIR ST	RECON	PUTNAM	PUTNAM	COMPLETE
839062	IMPROVEMENTS RT 6: BATISTA-LAKE RD, CARMEL	INTER	PUTNAM	NYSDOT	PROGRAMMED
839076	BRIDGE REMOVAL ROUTE 6/ABANDONED RR, CARMEL	BRIDGE	PUTNAM	NYSDOT	PROGRAMMED
839079	RT 6 & 6N TRAFFIC CIRCULATION IMPROVEMENTS	SAFETY	PUTNAM	NYSDOT	PROGRAMMED
839089	RT 6 CULVERT & WALL REPAIRS: MERRITT-OAK ST	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
839090	BEAR MOUNTAIN OVERLOOK	RECON	WESTCHESTER	WESTCHESTER	COMPLETE UNDER CONSTRUCTION
839091	RT 6 PAVEMENT: LEXINGTON AVE- E. MAIN ST	RECON	WESTCHESTER	WESTCHESTER	CONSTRUCTION
839092	RT 6: RT 6N TO CROTON FALLS RD SFY 04/05 PMI	RECON	PUTNAM	NYSDOT	PROGRAMMED
839093	PMI: RT 6; DREWVILLE RD TO WILLOW LANE:	RECON	PUTNAM	WESTCHESTER	PROGRAMMED
839095	RT 6 PMI: ANNSVILLE CREEK BRIDGE TO MAIN ST	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
848034	RT 202 RECONSTRUCTION CR: BRIDGE AND HURD ST	INTER	ROCKLAND	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
848036	RTE 202 PAVMENT: RT 59-SOUTH OF LIME KILN RD	RECON	ROCKLAND	NYSDOT	CONSTRUCTION
850207	RT 303 IMPROVEMENTS: NJ-RT 59, ORANGETOWN	SAFETY	ROCKLAND	NYSDOT	PROGRAMMED
850217	RT 303 PMI:ORANGEBURG RD-BRADLEY HILL RD	RECON	ROCKLAND	NYSDOT	COMPLETE
850218	PMI: RT 303; CAMELL AVE TO ORANGEBURG RD	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
856116	RT 35/202 RECON: PEEKSKILL-TSP	CONST	WESTCHESTER	NYSDOT	PROGRAMMED
856117	ROUTE 35 INTERSECTIONS SAFETY IMPROVEMENTS	INTER	WESTCHESTER	NYSDOT	WITHDRAWN
856125	RT 35/202 @ LAFAYETTE AVE&HUDSON VALLEY HOSP	INTER	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
856129	ROUTE 35/202 CULVERT REPLACEMENT, CORTLANDT	MISC	WESTCHESTER	NYSDOT	CONSTRUCTION

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856130	RT 35 SLOPE STABILIZATION	MISC	WESTCHESTER	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
856131	ROUTE 35 PMI: ROUTE 121 - MEAD STREET	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
856132	PMI: RT 35; RT 22 TO RT 121	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
856133	ROUTE 35 AND RTE 202 & LEXINGTON AVE INTXN	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
872040	I287/TZ BRIDGE CORRIDOR EXTENDED NEEDS STUDY	STUDY	ROCKLAND	NYSDOT	OBLIGATED
872953	I287 (CWE) REHAB. BLOOMINGDALE RD-RT 120.	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
872960	CWE REHAB STAGE 3B CENTRAL WESTCHESTER PKWY	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
875456	VIOLA RD RECON: CR 74-RT 306 TO COLLEGE RD	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875458	CONGERS RD REC: CR 80-BREWERY RD-STRAWTOWN RD	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875459	SMITH RD: CR 60-PASCACK RD TO N.MIDDLETOWN RD	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875476	RAVENSDALE AVE/SMRP & RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
875480	KIMBALL & MCLEAN SIGNAL UPGRADE, YONKERS	INTER	WESTCHESTER	YONKERS	PROGRAMMED UNDER CONSTRUCTION
875488	RECONSTRUCT WILMOT ROAD, NEW ROCHELLE	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
875495	RECONSTRUCT FENIMORE RD:NORTHRUP AVE-HOYT AVE	RECON	WESTCHESTER	MAMARONECK	OBLIGATED
875497	FISHER AVE/BANK,IRVING INTERSECTION IMPRVMT	INTER	WESTCHESTER	WHITE PLAINS	PROGRAMMED
875522	RIVER RD RECON: CR 1-STEVENSON ST-TZ BRIDGE	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875523	NEW HEMPSTEAD RD: CR 80-RT 304 PALISADES PKWY	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875525	ORANGEBURG RD(CR 20)/CSX RR BRIDGE REHAB	BRIDGE	ROCKLAND	ROCKLAND	PROGRAMMED
875526	OAK TREE RD/SPARKILL CREEK BRIDGE REPLACEMENT	BRIDGE	ROCKLAND	ROCKLAND	PROGRAMMED
875527	SICKLETOWN RD (CR 23)/NAURAUSHAUN CRK BRIDGE	BRIDGE	ROCKLAND	ROCKLAND	OBLIGATED UNDER CONSTRUCTION
875603	BRIDGE REPLACEMENT FAIR ST/MIDDLE BR CROTON	BRIDGE	PUTNAM	PUTNAM	PROGRAMMED
875604	SODOM RD/E BR CROTON RV BRIDGE REPLACEMENT	BRIDGE	PUTNAM	PUTNAM NEW ROCHELLE	PROGRAMMED
875607	LINCOLN AVE RECON: NORTH AVE - CITY LINE	RECON	WESTCHESTER	ROCHELLE	PROGRAMMED
875609	FAIR ST: RT 52-JOHN SIMPSON RD IMPROVEMENTS	RECON	PUTNAM	PUTNAM	PROGRAMMED
875626	MAYBROOK BIKEWAY I CONSTRUCTION.	MOBIL	PUTNAM	PUTNAM	PROGRAMMED
875641	LARCHMONT STORM DRAINAGE (formally Boston Post Road)	R&P	WESTCHESTER	VILLAGE	PROGRAMMED
875665	CR 13/CANOPUS CREEK BRIDGE REHABILITATION	BRIDGE	PUTNAM	PUTNAM	PROGRAMMED
875667	POPHAM RD/MNRR HARLEM DV BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	SCARSDALE	PROGRAMMED
875668	BRIDGE ST/HUDSON DIV RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	METRO NORTH	PROGRAMMED
875682	MAHOPAC BRANCH TRAILWAY: RR - PUTNAM BIKEWAY	STUDY	MULTI-COUNTY MULTI-COUNTY	WESTCHESTER	PROGRAMMED
875683	NORTH COUNTY TRAILWAY VI	MOBIL	MULTI-COUNTY	NYSDOT	COMPLETE
875684	MAYBROOK BIKEWAY II CONSTRUCTION	MOBIL	PUTNAM	PUTNAM	PROGRAMMED
875685	SUFFERN RR PARKING	MOBIL	ROCKLAND	SUFFERN	PROGRAMMED
875688	FORSHAY RD (CR 81-VIOLA RD TO WILLOW TREE RD)	RECON	ROCKLAND	ROCKLAND	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
875689	STONELEIGH AVE (CR35)/DREWVILLE RD (CR36)	INTER	PUTNAM	PUTNAM	PROGRAMMED
875691	BREWSTER NORTH PARKING	CONST	PUTNAM	NYSDOT	PROGRAMMED
875693	YORKTOWN PARK AND RIDE LOT	MOBIL	WESTCHESTER	YORKTOWN	WITHDRAWN
875696	MAYBROOK BIKEWAY III CONSTRUCTION	MOBIL	PUTNAM	PUTNAM	PROGRAMMED UNDER CONSTRUCTION
875743	MAMARONECK AVE RECONST: BRYANT AVE-195	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
875745	BEDFORD-BANKSVILLE RD RECON: MILLBROOK RD-CT	RECON	WESTCHESTER	WESTCHESTER	PROGRAMMED
875746	COMMERCE ST RECONST: RT 118-UNDERHILL AVE	RECON	WESTCHESTER	YORKTOWN	PROGRAMMED
875748	HOLLOW RD RECONST: OSCAWANA LAKE RD-RT 301	RECON	PUTNAM	PUTNAM	PROGRAMMED
875749	STONELEIGH AVE RECONST: PUTNAM HOSPITAL-RTE 6	RECON	PUTNAM	PUTNAM	PROGRAMMED
875756	SOUTH COUNTY TRAILWAY: FARRAGUT AV-BARNEY ST	MOBIL	WESTCHESTER	WESTCHESTER	PROGRAMMED
875757	NEW CITY PARK & RIDE LOT CONSTRUCTION	MOBIL	ROCKLAND	ROCKLAND	PROGRAMMED
875758	BRP RAMP CHANGE AT YONKERS AVE	CONST	WESTCHESTER	WESTCHESTER	PROGRAMMED
875765	DREWVILLE RD/WEST BRANCH BRIDGE REPLACEMENT	BRIDGE	PUTNAM	PUTNAM	PROGRAMMED
875766	HORTON HOLLOW RD/CANOPUS BRIDGE REPLACEMENT	BRIDGE	PUTNAM	PUTNAM	PROGRAMMED
875767	FARMERS MILL /SEVEN HILLS LAKE OUTLET BRIDGE	BRIDGE	PUTNAM	PUTNAM	PROGRAMMED
875768	WILLIAM ST/SPARKILL CRK BRIDGE REPLACEMENT	BRIDGE	ROCKLAND	ROCKLAND	PROGRAMMED
875769	SAMSONDALE AVE/CSX RAILROAD BRIDGE REHAB	BRIDGE	ROCKLAND	ROCKLAND	PROGRAMMED
875772	ODELL AVE/ABANDONED RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	WESTCHESTER	PROGRAMMED
875773	SOUTH FIRST AVENUE/RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	METRO NORTH	PROGRAMMED
875774	NORTH BARRY AVENUE RR BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	METRO NORTH	PROGRAMMED
875783	PUTNAM DIVISION BIKEWAY II, STAGE 2	MOBIL	PUTNAM	NYSDOT	PROGRAMMED
875788	GURNEE AVENUE/CSX RAILROAD TUNNEL RECONST	BRIDGE	ROCKLAND	ROCKLAND	PROGRAMMED
875790	GREENWOOD STREET/HALLOCK BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	YORKTOWN	PROGRAMMED
875791	ZISSNER AVE/METRO NORTH BRIDGE REPLACEMENT	BRIDGE	WESTCHESTER	METRO NORTH	PROGRAMMED
875868	COUNTY ROUTE 33 BKE/PED IMPROVEMENTS	RECON	ROCKLAND	ROCKLAND	PROGRAMMED
875877	PEEKSKILL HOLLOW RD: BRYANT POND - ROUTE 301	RECON	PUTNAM	PUTNAM	PROGRAMMED
875881	MYRTLE BOULEVARD @ NORTH CHATSWORTH AV (TCSP)	MISC	WESTCHESTER	MAMARONECK	PROGRAMMED
875882	ROUTE 22 / MILL ROAD INTERSECTION TCSP	MISC	WESTCHESTER	EASTCHESTER	PROGRAMMED
875883	RR CUT REDEVELOPMENT PROJECT (TCSP) MT VERNON	MISC	WESTCHESTER	MT VERNON NEW	PROGRAMMED UNDER CONSTRUCTION
875884	NORTH AVE STREETScape (EASTCHESTER RD-5TH AV)	MISC	WESTCHESTER	ROCHELLE	PROGRAMMED
875886	MAIN STREET HAVERSTRAW STREETScape	MISC	ROCKLAND	HAVERSTRAW	PROGRAMMED
875889	ROUTE 125@GRIFFIN/QUAKER RIDGE ROAD	CONST	WESTCHESTER	WESTCHESTER	PROGRAMMED
877034	BRIARCLIFF UNION FREE TRAFFIC LIGHT	SAFETY	WESTCHESTER	BRIARCLIFF	WITHDRAWN
878009	BRONX RIVER PARKWAY PATHWAY EXTENSION	MISC	WESTCHESTER	WESTCHESTER	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
878010	CENTRAL PARK AVENUE ENHANCEMENT YONKERS	MOBIL	WESTCHESTER	WESTCHESTER	PROGRAMMED
878011	OLD CROTON AQUEDUCT RESTORATION	MISC	WESTCHESTER	WESTCHESTER	OBLIGATED
878012	LINKING LANDMARKS ALONG THE HUDSON	CONST	WESTCHESTER	WESTCHESTER	OBLIGATED
878013	CONSTRUCTION OF HUDSON RR BARGE MUSEUM.	MISC	ROCKLAND	VILLAGE	OBLIGATED
880246	TMC OPERATIONS CTR	TRAFFIC	WESTCHESTER	NYSDOT	COMPLETE
880423	MEMORIAL HWY & DIVISION ST RAMPS BRIDGE REHAB	BRIDGE	WESTCHESTER	NYSDOT	OBLIGATED
880424	TRANSPORTATION DEMAND MANAGEMENT UNIT	MOBIL	MULTI-COUNTY	NYSDOT	WITHDRAWN
880546	VARIABLE MESSAGE SIGNS I-684	SAFETY	PUTNAM MULTI-COUNTY	NYSDOT	PROGRAMMED
880618	SFY 00/01 TRAFFIC SIGNAL REQUIREMENTS	TRAFFIC	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
880637	SFY 02/03 BRIDGE MAINTENANCE BY CONTRACT	BRIDGE	WESTCHESTER MULTI-COUNTY	NYSDOT	CONSTRUCTION
880657	SFY 01/02 ROADSIDE VEGETATION CONTROL	MISC	MULTI-COUNTY	NYSDOT	COMPLETE
880661	SFY 01/02 MOWING / LITTER PICKUP	MISC	MULTI-COUNTY	NYSDOT	COMPLETE
880668	SFY 01 SHOULDER/GUIDERAIL REPAIR	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
880672	SFY 02/03 & 03/04 BIENNIAL SIGN CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	CONSTRUCTION
880688	COMMUTE ALTERNATIVES PROGRAM	MOBIL	WESTCHESTER	NYSDOT	OBLIGATED
880689	ROCKLAND COMMUTE ALTERNATIVES	MOBIL	ROCKLAND MULTI-COUNTY	ROCKLAND	OBLIGATED
880690	MNRR CONNECTING SERVICES PROMOTIONAL CAMPAIGN	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
880691	TRANSPORTATION MANAGEMENT CENTER SYSTEM	MOBIL	WESTCHESTER	NYSDOT	OBLIGATED
880697	PUTNAM PARK & RIDE LOTS EXPANSION	MOBIL	PUTNAM MULTI-COUNTY	NYSDOT	PROGRAMMED
880719	SFY 02/03 LONG LINE PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880724	SFY 02/03 SPECIAL PAVEMENT MARKING	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880753	SFY 03/04 HIGHWAY EMERGENCY LOCAL PATROL	MOBIL	MULTI-COUNTY	NYSDOT	COMPLETE
880756	HIGHWAY EMERGENCY LOCAL PATROL MONITORING	MOBIL	WESTCHESTER	NYSDOT	COMPLETE
880762	HIGHWAY EMERGENCY LOCAL PATROL COMM SYSTEMS	MOBIL	WESTCHESTER	NYSDOT	COMPLETE
880763	HIGHWAY EMERGENCY LOCAL PATROL COMM SYSTEMS	SAFETY	WESTCHESTER	NYSDOT	COMPLETE
880764	HIGHWAY EMERGENCY LOCAL PATROL DISPATCH	MOBIL	WESTCHESTER	NYSDOT	OBLIGATED
880772	SFY 05/06/07 SPDES FACILITIES MAINTENANCE	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880773	SFY 07/08/09 SPDES FACILITIES MAINTENANCE	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880776	SFY 02/03 ENVIRONMENTAL INITIATIVES	MISC	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
880777	SFY 03/04 ENVIRONMENTAL INITIATIVES	MISC	MULTI-COUNTY	NYSDOT	CONSTRUCTION UNDER
880778	SFY 02/03 STATE BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	CONSTRUCTION
880779	SFY 03/04 STATE BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	WITHDRAWN
880782	SFY 02/03 BRIDGE WASHING: ORANGE & ROCKLAND	BRIDGE	MULTI-COUNTY	NYSDOT	COMPLETE
880783	SFY 02/03 BRIDGE WASHING: PUTNAM & NO WESTCH	BRIDGE	MULTI-COUNTY	NYSDOT	COMPLETE

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880784	SFY 02/03 BRIDGE WASHING AND DECK SEALING	BRIDGE	WESTCHESTER	NYSDOT	COMPLETE
880791	SFY 02/03 CATCH BASINS REPAIR	SAFETY	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880792	SFY 03/04 CATCH BASIN REPAIR	SAFETY	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880794	SFY 03/04 BRIDGE WHERE & WHEN CONTRACT	BRIDGE	MULTI-COUNTY	NYSDOT	CONSTRUCTION
880796	SFY 03/04 HIGHWAY WHERE & WHEN CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880799	SFY 03/04 LONG LINE MARKINGS-D,P,W	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880800	SFY 03/04 SPECIAL MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880802	SFY 03/04 SHOULDER/GUIDERAIL EAST	SAFETY	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880804	SFY 02/03 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880805	SFY 03/04 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880808	SFY 02/03 GEOTECHNICAL SUBSURFACE EXPLORATION	MISC	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880811	SFY 03/04 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880812	SFY 02/03 CRACK SEALING-EAST	RECON	MULTI-COUNTY	NYSDOT	COMPLETE
880813	SFY 03/04 CRACK SEALING WEST	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880818	PAVMENT PREP & FOLLOW UP SFY 03/04	RECON	MULTI-COUNTY	NYSDOT	COMPLETE
880819	SFY 03/04 PAVMENT PREP & FINISH-SOUTH	RECON	MULTI-COUNTY	NYSDOT	COMPLETE
880820	SFY 02/03 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	COMPLETE
880821	SFY 03/04 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880822	SFY 00/01 TRAFFIC SIGNAL UPGRADE	TRAFFIC	WESTCHESTER	NYSDOT	WITHDRAWN
880825	SFY 03/04 TRAFFIC SIGNAL UPGRADES	TRAFFIC	MULTI-COUNTY	NYSDOT	WITHDRAWN
880834	INTEGRATED SIGNAL SYSTEM	TRAFFIC	WESTCHESTER	NYSDOT	UNDER CONSTRUCTION
880840	SFY 03/04 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	WITHDRAWN
880842	SFY 02/03 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
880845	YONKERS AVE PAVEMENT: ALIDA ST - BRONX RIVER	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
880847	SFY 01/02 SPECIAL MAINTENANCE PROJECTS	RECON	MULTI-COUNTY	NYSDOT	COMPLETE
880850	SFY 04/05/06 SIGN CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880852	SFY 04/05 BRIDGE WASHING: ORANGE & ROCKLAND	BRIDGE	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880853	SFY 04/05 BRIDGE WASHING AND DECK SEALING	BRIDGE	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880854	SFY 04/05 BRIDGE WASHING SOUTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	CONSTRUCTION
880856	SFY 05/06 BRIDGE WASH AND DECK SEALING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880857	SFY 05/06 BRIDGE WASHING: PUTNAM & NO WESTCH	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880858	SFY 05/06 BRIDGE WASHING SOUTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
880859	SFY 04/05 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880860	SFY 05/06 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
880861	SFY 04/05 STATE BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
880862	SFY 05/06 STATE BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880863	SFY 04/05 HIGHWAY WHERE & WHEN	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880864	SFY 05/06 HIGHWAY WHERE & WHEN	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880865	SFY 04/05 SPECIAL PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880866	SFY 05/06 SPECIAL PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880867	SFY 04/05 LONG LINE PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880868	SFY 05/06 LONG LINE PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880869	SFY 04/05 CATCH BASIN REPAIR	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880870	SFY 05/06 CATCH BASIN REPAIR	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880871	SFY 09/10/11 SPDES FACILITIES MAINTENANCE	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880874	SFY 05/06 SPECIAL MAINTENANCE PROJECTS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880875	SFY 04/05 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880877	SFY 04/05 CRACK SEALING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880878	SFY 05/06 CRACK SEALING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880879	SFY 04/05 SHOULDER/GUIDERAIL CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880881	SFY 04/05 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880882	SFY 05/06 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880883	SFY 04/05 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880884	SFY 05/06 SIGNAL REQUIREMENTS CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880885	SFY 04/05 SIGNAL UPGRADE CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880886	SFY 05/06 SIGNAL UPGRADE CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880888	SFY 03/04 CULVERTS REPAIRS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880889	SFY 04/05 REGIONWIDE CULVERTS PROJECT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880890	SFY 05/06 REGIONWIDE CULVERTS PROJECT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880891	SFY 06/07 REGIONWIDE CULVERTS PROJECT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880892	SFY 07/08 REGIONWIDE CULVERTS PROJECT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880893	SFY 08/09 REGIONWIDE CULVERTS PROJECT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880894	SFY 09/10 REGIONWIDE CULVERTS PROJECT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880896	SFY 05/06/07 BIENNIAL MOWING/LITTER PICKUP	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880898	SFY 04/05/06 ROADSIDE VEGETATION CONTROL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880899	SFY 02/03 BRIDGE MBC (FORMERLY 8T9900)	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION
880901	SFY 04/05 BRIDGE MBC	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER CONSTRUCTION

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
880902	SFY 05/06 BRIDGE MBC	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880903	SFY 03/04/05 ACCIDENT INVESTIGATION	SAFETY	MULTI-COUNTY	NYSDOT	OBLIGATED
880904	SFY 05/06/07 BIENNIAL ACCIDENT INVESTIGATION	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER
880906	SFY 02/03 OVERHEAD SIGN STRUCTURES	TRAFFIC	MULTI-COUNTY	NYSDOT	CONSTRUCTION
880907	SFY 03/04 OVERHEAD SIGN STRUCTURES	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880908	SFY 04/05 OVERHEAD SIGN STRUCTURES	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880909	SFY 05/06 OVERHEAD SIGN STRUCTURES	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880910	SFY 02/03 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE
880911	SFY 06/07/08 BIENNIAL SIGN CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880912	SFY 08/09/10 BIENNIAL SIGN CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880915	SFY 06/07 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880916	SFY 07/08 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880917	SFY 08/09 SIGNAL REQUIREMENTS CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880918	SFY 09/10 SIGNAL REQUIREMENTS CONTRACT	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880922	SFY 06/07 SIGNAL UPGRADE	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880923	SFY 07/08 SIGNAL UPGRADE CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880924	SFY 08/09 SIGNAL UPGRADE CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880925	SFY 09/10 SIGNAL UPGRADE CONTRACT	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880929	SFY 06/07 SHOULDER/GUIDERAIL	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880930	SFY 07/08 SHOULDER/GUIDERAIL	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880931	SFY 08/09 SHOULDER/GUIDERAIL	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880936	SFY 06/07 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880937	SFY 07/08 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880938	SFY 08/09 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880939	SFY 09/10 GUIDERAIL MAINTENANCE	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880943	SFY 07/08/09 BIENNIAL MOWING/LITTER PICKUP	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880946	SFY 06/07 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	WITHDRAWN
880947	SFY 07/08 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880948	SFY 08/09 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880949	SFY 09/10 GRAFFITI REMOVAL & TREATMENT	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880953	SFY 06/07 LONG LINE PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880954	SFY 07/08 LONG LINES-EAST OF HUDSON	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880955	SFY 03/04/05 ACCIDENT INVESTIGATION	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
880960	SFY 06/07 SPECIAL PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880961	SFY 07/08 SPECIAL PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880962	SFY 08/09 SPECIAL PAVEMENT MARKINGS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880967	BIENNIAL ROADSIDE VEGETATION CONTROL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880968	SFY 08/09/10 BIENNIAL ROADSIDE VEGETATION	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
880971	SFY 06/07 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880972	SFY 07/08 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880973	SFY 08/09 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880974	SFY 09/10 BRIDGE WHERE & WHEN	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880978	SFY 06/07 HIGHWAY WHERE & WHEN	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880979	SFY 07/08 HIGHWAY WHERE & WHEN	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880980	SFY 08/09 HIGHWAY WHERE & WHEN	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
880985	SFY 06/07 STATE BRIDGE PAINT	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880986	SFY 07/08 BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880987	SFY 08/09 BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
880988	SFY 09/10 BRIDGE PAINTING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED UNDER
881004	SFY 03/04 SHOULDER/GUIDERAIL WEST	SAFETY	MULTI-COUNTY	NYSDOT	CONSTRUCTION
881005	STORMWATER RUNOFF MITIGATION PROJECT	RECON	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
881008	SFY 03/04 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	CONSTRUCTION
881010	STORMWATER RUNOFF MITIGATION PROJECT II	SAFETY	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
881013	LANDSCAPING FOR TMC BUILDING & SITE	MISC	WESTCHESTER	NYSDOT	CONSTRUCTION
881014	SFY 04/05 PAVMENT PREP & FOLLOW-UP NORTH	RECON	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
881015	SFY 04/05 PAVMENT PREP & FOLLOW-UP SOUTH	RECON	MULTI-COUNTY	NYSDOT	CONSTRUCTION
881019	SFY 04/05 PAVMENT SINGLE COURSE OVERLAY	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
881020	SFY 02/03 CRACK SEALING - WEST	RECON	MULTI-COUNTY	NYSDOT	COMPLETE UNDER
881022	SFY 03/04 CRACK SEALING EAST	RECON	MULTI-COUNTY	NYSDOT	CONSTRUCTION
881023	PMI FOR RUTTED PAVEMENT AT INTERSECTIONS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
881024	SFY 04/05 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
881026	SFY 04/05 SAFETY REQUIREMENTS CONTRACT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
881029	WESTCHESTER COUNTY SIGNAL RETIMING PROJECT	MOBIL	WESTCHESTER	WESTCHESTER	OBLIGATED
881030	OZONE ACTION DAYS MHSTCC	MOBIL	MULTI-COUNTY	NYSDOT	OBLIGATED UNDER
881032	SFY 03/04 PMI: YONKERS AVE	RECON	WESTCHESTER	NYSDOT	CONSTRUCTION
881037	SFY 05/06 VENDOR PLACED PAVMENT PAVING (formally 8T00.08)	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
881038	SFY 04/05 CRACK SEALING WEST	RECON	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
881043	SFY 05/06 PAVMENT PREP & FOLLOW UP NORTH (formally 8T00.11)	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
881044	SFY 05/06 PAVMENT PREP & FOLLOW-UP SOUTH (formally 8T00.12)	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
881045	SFY 04/05 TREES & BRUSH TRIMMING (formally 8T00.03)	SAFETY	MULTI-COUNTY	NYSDOT	UNDER CONSTRUCTION
881046	ROCKLAND COUNTY SIGNAL RETIMING PROJECT	MOBIL	ROCKLAND	NYSDOT	OBLIGATED
882038	METROPOOL RIDESHARING PROGRAM	MOBIL	MULTI-COUNTY	NYSDOT	OBLIGATED
882137	BEE-LINE VEHICLE ELECTRONICS	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
882141	BEE-LINE SUPERVISORY VEHICLES	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
882145	WESTCHESTER COUNTY BUS STOP ENHANCEMENTS	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
882157	DUTCHESS-PUTNAM-WHITE PLAINS EXP BUS (LEP)	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882161	ORANGE-WHITE PLAINS EXPRESS BUS (OWL)	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882185	STAMFORD-WHITE PLAINS EXPRESS BUS (I-BUS)	TRANSIT	WESTCHESTER	NYSDOT	OBLIGATED
882194	WESTCHESTER PARK & RIDE	MOBIL	WESTCHESTER	WESTCHESTER	PROGRAMMED
882206	WC FUNDING PREVENTIVE MAINTENANCE: BEE-LINE	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
882210	PURCHASE 4-30' COACHES AND 2 PARATRANSIT VANS	TRANSIT	PUTNAM	PUTNAM	WITHDRAWN
882212	NEW ROCHELLE INTERMODAL	MOBIL	WESTCHESTER	WESTCHESTER	OBLIGATED
882218	HAYERSTRAW-OSSINING FERRY	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882219	WESTSHORE EXPRESS BUS SERVICE	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882223	REPLACE 18 PARATRANSIT VEHICLES	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
882226	REPLACE 15 SHUTTLE BUSES ON BEE-LINE	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
882235	BEE-LINE PLANNING ACTIVITIES	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
882236	PURCHASE ALTERNATE FUEL BUSES FOR TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
882244	CROTON FALLS SHUTTLE	TRANSIT	PUTNAM	NYSDOT	OBLIGATED
882246	PUTNAM COUNTY PART OPERATING ASSISTANCE	TRANSIT	PUTNAM	PUTNAM	OBLIGATED
882264	DANBURY - BREWSTER BUS SERVICE	TRANSIT	PUTNAM	NYSDOT	OBLIGATED
882279	PUTNAM COUNTY TACONIC EXPRESS BUS SERVICE	TRANSIT	MULTI-COUNTY	PUTNAM	OBLIGATED
882284	PUTNAM COUNTY PARK & RIDE/TRANSFER	MOBIL	PUTNAM	NYSDOT	OBLIGATED
882297	MODERNIZATION OF THE BEE-LINE BUS FACILITIES	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
882300	TAPPAN ZEE EXPRESS (ROCKLAND - TARRYTOWN)	MOBIL	ROCKLAND	NYSDOT	OBLIGATED
882303	ROUTE 77 TACONIC EXPRESS BUS SERVICE	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882305	COMMUNITY SHUTTLES FOR ROCKLAND'S TOR.	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
882306	RAIL FEEDER BUSES FOR ROCKLAND	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
882307	BEE-LINE PURCHASE OF CLEAN FUEL BUSES	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
882312	HAYERSTRAW-OSSINING FERRY LAND IMPROVEMENTS	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
882516	PURCHASE COMET V COACHES FOR MNRR PASSACK VLY	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
882520	PURCHASE COMET V COACHES FOR MNRR PASSACK VLY	TRANSIT	MULTI-COUNTY	METRO NORTH	PROGRAMMED
882710	AMTRAK TRACK REHAB FOR HIGH SPEED RAIL	MOBIL	MULTI-COUNTY	AMTRAK	WITHDRAWN UNDER CONSTRUCTION
893549	UTILITY CROSSING & MNRR CLEARANCE	SAFETY	MULTI-COUNTY	NYSDOT	CONSTRUCTION
894002	VM SIGNS IN I87/I287 CORRIDOR FOR RR PARKING	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
894004	ATMS/ATIS: WESTCHESTER COUNTY	MOBIL	MULTI-COUNTY	NYSDOT	OBLIGATED
894005	TMC PHASE-IN: SOFTWARE INTEGRATION	TRAFFIC	MULTI-COUNTY	NYSDOT	OBLIGATED
895005	WESTCHESTER SHUTTLE NETWORK	TRANSIT	WESTCHESTER	NYSDOT	OBLIGATED
895006	ELECTRIC STATION CARS (TDM GRANT PROGRAM)	MOBIL	MULTI-COUNTY	NYSDOT	OBLIGATED
8ATS12	ATMS/ATIS: MAINTENANCE UPGRADE OF COMPONENTS	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8B0402	CY 04/05 BRIDGE INSPECTION	BRIDGE	MULTI-COUNTY	NYSDOT	OBLIGATED
8B0403	CY 04/05 BRIDGE INSPECTION: DIVING & FATHOM	BRIDGE	MULTI-COUNTY	NYSDOT	OBLIGATED
8B0601	BRIDGE INSPECTION: STATE FORCES FFY 05/06	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8B0602	CY 06/07 BRIDGE INSPECTION	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8B0603	CY 06/07 BRIDGE INSPECTION: DIVING & FATHOM	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8B501	FFY 04/05 BRIDGE INSPECTION: STATE FORCES	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8M0101	SFY 06/07 STATE FORCES PAVING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8M0102	SFY 07/08 STATE FORCES PAVING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8M0103	SFY 08/09 STATE FORCES PAVING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8RT107	RECREATIONAL TRAILS PROGRAM	MISC	MULTI-COUNTY	OPRHP	PROGRAMMED
8SB001	SCENIC BYWAY PROJECTS	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0001	SFY 04/05 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0002	SFY 05/06 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0004	SFY 05/06 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0005	SFY 04/05 LANDSCAPE/ENVIRONMENTAL	MISC	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0006	SFY 05/06 LANDSCAPE/ENVIRONMENTAL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0014	SFY 05/06 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0016	SFY 05/06 PM NON-LET STATE FORCES PAVING	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0017	SFY 06/07 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0018	SFY 07/08 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0019	SFY 08/09 TREES & BRUSH TRIMMING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0024	SFY 06/07 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0025	SFY 07/08 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED

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8T0026	SFY 08/09 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0027	SFY 09/10 SIDEWALK IMPROVEMENTS	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0031	SFY 06/07 LANDSCAPE/ENVIRONMENTAL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0032	SFY 07/08 LANDSCAPE/ENVIRONMENTAL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0033	SFY 08/09 LANDSCAPE/ENVIRONMENTAL	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0038	SFY 06/07 VENDOR PLACED PAVING PAVING	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0039	SFY 07/08 VENDOR PLACED PAVING PAVING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0040	SFY 08/09 VENDOR PLACED PAVING PAVING	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0041	SFY 09/10 VENDOR PLACED PAVING PAVING	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0045	SFY 06/07 PAVMENT PREP & FINISH NORTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0046	SFY 06/07 PAVMENT PREP & FINISH SOUTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0047	SFY 07/08 PAVMENT PREP & FINISH-NORTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0048	SFY 07/08 PAVMENT PREP & FINISH-SOUTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0049	SFY 08/09 PAVMENT PREP & FINISH-NORTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0050	SFY 08/09 PAVMENT PREP & FINISH-SOUTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0051	SFY 09/10 PAVMENT PREP & FINISH-NORTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0052	SFY 09/10 PAVMENT PREP & FINISH-SOUTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0053	SFY 10/11 PAVMENT PREP & FINISH-NORTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0054	SFY 10/11 PAVMENT PREP & FINISH-SOUTH	RECON	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0059	SFY 06/07 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0060	SFY 07/08 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0061	SFY 08/09 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0062	SFY 09/10 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0063	SFY 10/11 PREVENTATIVE MAINTENANCE INITIATIVE	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0069	SFY 05/06 SPECIAL SURFACE TREATMENT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0070	SFY 06/07 SPECIAL SURFACE TREATMENT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0071	SFY 07/08 SPECIAL SURFACE TREATMENT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0072	SFY 08/09 SPECIAL SURFACE TREATMENT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0073	SFY 09/10 SPECIAL SURFACE TREATMENT	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0077	SFY 06/07 BRIDGE MBC	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0078	SFY 07/08 MBC BRIDGE	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0079	SFY 08/09 MBC BRIDGE	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0085	SFY 06/07 BRIDGE WASHING: ORANGE & ROCKLAND	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED

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8T0086	SFY 06/07 BRIDGE WASHING-NORTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
8T0087	SFY 06/07 BRIDGE WASHING SOUTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
8T0089	SFY 07/08 BRIDGE WASHING: ORANGE & ROCKLAND	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0090	SFY 07/08 BRIDGE WASHING: PUTNAM & NO WESTCH	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0091	SFY 07/08 BRIDGE WASHING/SEALING: SO WESTCH	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
8T0093	SFY 08/09 BRIDGE WASHING: ORANGE & ROCKLAND	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0094	SFY 08/09 BRIDGE WASHING: PUTNAM & NO WESTCH	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0095	SFY 08/09 BRIDGE WASHING SOUTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
8T0097	SFY 09/10 BRIDGE WASHING/SEALING	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0098	SFY 09/10 BRIDGE WASHING: PUTNAM & NO WESTCH	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0099	SFY 09/10 BRIDGE WASHING SOUTHERN WESTCHESTER	BRIDGE	WESTCHESTER	NYSDOT	PROGRAMMED
8T0112	SFY 06/07 SPECIAL MAINTENANCE PROJECTS	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0113	SFY 07/08 SPECIAL MAINTENANCE PROJECTS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0114	SFY 08/09 SPECIAL MAINTENANCE PROJECTS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0115	SFY 09/10 SPECIAL MAINTENANCE PROJECTS	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0119	SFY 06/07 CATCH BASIN REPAIR	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0120	SFY 07/08 CATCH BASIN REPAIR	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0121	SFY 08/09 CATCH BASINS REPAIR	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0126	SFY 06/07 CRACK SEALING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0127	SFY 07/08 CRACK SEALING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0128	SFY 08/09 CRACK SEALING	RECON	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0133	SFY 07/08/09 BIENNIAL ACCIDENT INVESTIGATION	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0154	SFY 06/07/08 BIENNIAL HIGHWAY LIGHTING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0155	SFY 08/09/10 BIENNIAL HIGHWAY LIGHTING	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0167	SFY 03/04 STP RAIL PROJECTS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0168	SFY 04/05 STP RAIL PROJECTS	SAFETY	MULTI-COUNTY	NYSDOT	WITHDRAWN
8T0169	SFY 05/06 STP RAIL PROJECTS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0170	SFY 06/07 STP RAIL PROJECTS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0171	SFY 07/08 STP RAIL PROJECTS	SAFETY	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0180	FFY 04/05 TDM GRANT PROGRAM	MOBIL	MULTI-COUNTY	NYSDOT	OBLIGATED
8T0181	FFY 05/06 TDM GRANT PROGRAM	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0182	FFY 06/07 TDM GRANT PROGRAM	MOBIL	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0183	FFY 07/08 TDM GRANT PROGRAM	TRAFFIC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0190	FFY 04 STATE BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED

PIN	Project Name (MHSTCC)	Project Type	County	Sponsor	Project Status
8T0191	FFY 06 STATE BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0192	FFY 08 STATE BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0196	FFY 04 LOCAL BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0197	FFY 06 LOCAL BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0202	FFY 04 UNDERWATER BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0203	FFY 06 UNDERWATER BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T0204	FFY 08 UNDERWATER BRIDGE INSPECTIONS	BRIDGE	MULTI-COUNTY	NYSDOT	PROGRAMMED
8T1765	SATELLITE GARAGE II IN WESTCHESTER COUNTY	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
8T9312	CWE EXIT 8E/WESTCH AVE INTERCHANGE	INTER	WESTCHESTER	NYSDOT	PROGRAMMED
8T9426	ROUTE 35 PAVEMENT REHAB: ROUTE 118-ROUTE 100	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
8T9438	RT 133 REHAB: RT 9-VAILS LANE	RECON	WESTCHESTER	NYSDOT	PROGRAMMED
8T9731	REPLACE BEE-LINE FLEX FLEET	TRANSIT	WESTCHESTER	WESTCHESTER	WITHDRAWN
8T9761	ROUTE 45: NJ LINE - RTE 59	RECON	ROCKLAND	NYSDOT	PROGRAMMED
8T97XA	ALTERNATE FUEL DEPOT-ROCKLAND COUNTY	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8T97XP	WESTCHESTER TRANSIT ADMINISTRATION	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
8T9921	REST AREA IMPROVEMENTS: I-84 & I-684	MISC	MULTI-COUNTY	NYSDOT	PROGRAMMED
8TR201	ROCKLAND COUNTY TRANSIT FUNDING	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TR208	ROCKLAND COUNTY PREVENTIVE MAINTENANCE	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TR211	PURCHASE TWO BUS - TRIPS	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TR212	ROCKLAND COUNTY PARK AND RIDE LOTS	MOBIL	ROCKLAND	ROCKLAND	PROGRAMMED
8TR213	AUTOMATED INFO KIOSKS - ROCKLAND COUNTY	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR214	PURCHASE 2 35' BUSES-TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR218	PUBLIC TRANSPORTATION BUILDING EXPANSION	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR219	REPLACEMENT OF CUTAWAY BUSES FOR TRIPS	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR220	PURCHASE TWO BUSES - TRIPS	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR221	PURCHASE FOUR BUSES - TRIPS	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TR228	BUS SHELTERS	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR229	REPLACE TWO SUPPORT VEHICLES	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR236	PURCHASE OF 3 COACH BUSES FOR TZX	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TR237	PURCHASE UP TO FOUR VANS FOR VA HOSPITALS	TRANSIT	MULTI-COUNTY	NYSDOT	PROGRAMMED
8TRM01	UCPA OF PUTNAM & SOUTH DUTCHESS BUSES	TRANSIT	PUTNAM	PUTNAM	OBLIGATED
8TRM02	MEALS ON WHEELS PROGRAMS & SERVS OF ROCKLAND	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM03	NORTHERN SERVICES GROUP BUS PURCHASE	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM04	DATAHR REHABILITATION INSTITUTE BUS PURCHASE	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED

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8TRM05	HEBREW HOSPITAL HOME BUS, WESTCHESTER	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
8TRM06	ST. MARY'S REHAB CENTER FOR CHILDREN BUS	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
8TRM07	WESTCHESTER COUNTY JOB ACCESS & RCP	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
8TRM12	BEE-LINE MAINTENANCE FACILITY - EQPT UPGRADE	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
8TRM13	BEE-LINE COMMUTER COACH BUSES REPLACEMENT	TRANSIT	WESTCHESTER	WESTCHESTER	PROGRAMMED
8TRM14	DRIVER TRAINING SIMULATOR	MISC	WESTCHESTER	WESTCHESTER	OBLIGATED
8TRM15	BEE-LINE DIESEL ENGINE RETROFIT	TRANSIT	WESTCHESTER	WESTCHESTER	OBLIGATED
8TRM16	ROUTE 6 BIKEWAY RELOCATION.	MOBIL	PUTNAM	NYSDOT	OBLIGATED
8TRM17	PUTNAM BIKEWAY II (STAGE 3)	MOBIL	PUTNAM	NYSDOT	OBLIGATED
8TRM18	ROCKLAND COUNTY TRANSIT FUNDING.	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM19	PURCHASE THREE 60' ARTICULATED BUSES - TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM20	CONSTRUCTION OF 40 STANDARD BUS SHELTERS	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM21	PREVENTIVE MAINTENANCE FOR TOR AND TZX BUSES.	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM22	PURCHASE OF REPLACEMENT BUSES FOR TRIPS.	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM23	ROCKLAND TAPPAN ZEE-EXPRESS BUS PURCHASE	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM24	PURCHASE OF FOUR 40' BUSES - TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM25	SECTION 5310 FUTURE PROJECTS BLOCK	TRANSIT	MULTI-COUNTY	NYSDOT	PROGRAMMED
8TRM26	ROCKLAND CO. REPLACEMENT OF CUTAWAY BUSES.	TRANSIT	ROCKLAND	NYSDOT	PROGRAMMED
8TRM27	PURCHASE TWO FOR EXPANSION OF TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM28	PURCHASE TWO CUTAWAY REPLACEMENT BUSES	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM29	ROCKLAND COUNTY TRANSIT FUNDING	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM30	PURCHASE AND INSTALL ITS EQUIPMENT	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM31	PURCHASE TWO SUV MONITORING VEHICLES	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM33	THE RENAISSANCE PROJECT	TRANSIT	WESTCHESTER	NYSDOT	OBLIGATED
8TRM34	MEALS ON WHEELS	TRANSIT	ROCKLAND	ROCKLAND	OBLIGATED
8TRM35	ABILITY BEYOND DISABILITY	TRANSIT	WESTCHESTER	NYSDOT	OBLIGATED
8TRM36	MAITRI CENTER	TRANSIT	WESTCHESTER	NYSDOT	OBLIGATED
8TRM37	FOUNTAINVIEW AT COLLEGE ROAD	TRANSIT	ROCKLAND	NYSDOT	OBLIGATED
8TRM38	WESTCHESTER-PUTNAM ADULT DAY PROGRAM, INC.	TRANSIT	MULTI-COUNTY	NYSDOT	OBLIGATED
8TRM39	PURCHASE 2 (TWO) TROLEY BUSES	TRANSIT	PUTNAM	PUTNAM	OBLIGATED
8TRM41	PURCHASE 6 TRANSIT BUSES FOR TOR	TRANSIT	ROCKLAND	ROCKLAND	PROGRAMMED
8TRM49	PE: VILLAGE OF PELHAM INTERMODAL CENTER	TRANSIT	WESTCHESTER	PELHAM	PROGRAMMED

PIN	Project Name (MHSTCC)	Sponsor	Project Status
A401-01-02	M-2 ELECTRIC CAR REMANUFACTURE	MTA - METRO NORTH	AWARDED 2003
A401-02-06	PURCHASE COMET V COACHES - WEST OF HUDSON	MTA - METRO NORTH	AWARDED 2002
A501	REPLACE EXISTING ROLLING STOCK	MTA - METRO NORTH	Block funding into projects
A501-01	PURCHASE COMET V COACHES - WEST OF HUDSON	MTA - METRO NORTH	AWARDED 2003
A501-01-02	M2 CRITICAL SYSTEMS REPLACEMENT	MTA - METRO NORTH	AWARDED 2003
M402-01-02	GCT EXTERIOR REHABILITATION/REPOINTING	MTA - METRO NORTH	Now locally funded
M402-01-03	GCT VENTILATION REHABILITATION	MTA - METRO NORTH	Now locally funded
M402-01-07	GCT ELEVATOR REHABILITATION	MTA - METRO NORTH	AWARDED 2004
M402-02-07	LOWER HARLEM STATION REHAB (MELROSE&WOODLAWN)	MTA - METRO NORTH	Now locally funded
M402-02-09	HUDSON LINE STATION IMPR. (MORRIS HTS-GREYST)	MTA - METRO NORTH	AWARDED 2001
M402-02-10	MID-HARLEM STATION REHAB(WAKEFLD-N.WH PLAINS)	MTA - METRO NORTH	AWARDED 2002
M402-02-11	UPPER HARLEM STATION REHAB (VALH-BRWSTR)	MTA - METRO NORTH	Now locally funded
M402-02-13	NEW HAVEN LINE STATION REHAB (PELHAM - PORT CHESTER)	MTA - METRO NORTH	AWARDED 2003
M402-02-14	WEST OF HUDSON STATION REHABILITATION	MTA - METRO NORTH	Now locally funded
M402-02-17	POUGHKEEPSIE & PEEKSKILL STATION IMPROVEMENTS	MTA - METRO NORTH	Now locally funded
M402-03-09	MAMARONECK STN REHAB & PARKING IMPROVEMENT	MTA - METRO NORTH	AWARDED 2003
M403-01-02	GCT SWITCH/TRACK REHABILITATION	MTA - METRO NORTH	AWARDED 2000
M403-01-03	TURNOUTS - MAINLINE/HIGH SPEED REHABILITATION	MTA - METRO NORTH	AWARDED 2000
M403-01-04	TURNOUTS - YARDS/SIDINGS REHABILITATION	MTA - METRO NORTH	AWARDED 2000
M403-01-05	DRAINAGE/UNDERCUTTING IMPROVEMENTS	MTA - METRO NORTH	AWARDED 2000
M403-01-09	CYCLICAL TRACK PROGRAM - 2003	MTA - METRO NORTH	AWARDED 2003
M403-01-10	CYCLICAL TRACK PROGRAM - 2004	MTA - METRO NORTH	AWARDED 2004
M403-02-01	BRIDGE PRESERVATION	MTA - METRO NORTH	Now locally funded
M403-02-06	REHAB/REPLACE UNDERGRADE BRIDGES	MTA - METRO NORTH	AWARDED 2000
M403-03-03	PASCACK VALLEY LINE IMPROVEMENTS	MTA - METRO NORTH	AWARDED 2001
M404-01-11	IMPROVE UPPER HUDSON SIGNAL PWR.	MTA - METRO NORTH	Deferred
M405-01-01	REPLACE SUPPLY SUBSTATION - BRIDGE 23 MT.VERN	MTA - METRO NORTH	Now locally funded
M405-01-02	GCT THIRD RAIL REHABILITATION	MTA - METRO NORTH	Now locally funded
M405-01-06	REPLACE SWITCHGEAR - 59TH STREET	MTA - METRO NORTH	AWARDED 2003
M405-01-08	REPLACE SWITCHGEAR -72ND STREET	MTA - METRO NORTH	AWARDED 2003
M405-01-09	SUBSTATION TAGGING RELAY	MTA - METRO NORTH	Now locally funded
M406-01-01	HARMON SHOP/YARD REHABILITATION	MTA - METRO NORTH	AWARDED 2001
M406-01-02	HIGHBRIDGE YARD IMPROVEMENTS (MN SHARE)	MTA - METRO NORTH	AWARDED 2002
M502	STATION REHABILITATION PROJECTS	MTA - METRO NORTH	Block funding into projects
M502-01-01	GCT TRAINSHED STRUCTURAL REPAIRS	MTA - METRO NORTH	AWARDED 2005
M502-02-01	HUDSON LINE STATIONS IMPROVEMENTS	MTA - METRO NORTH	AWARDED 2005

PIN	Project Name (MHSTCC)	Sponsor	Project Status
M502-03	PARKING PROJECTS	MTA - METRO NORTH	Block funding into projects
M503	TRACKS REHABILITATION PROGRAM	MTA - METRO NORTH	Block funding into projects
M503-01-01	CYCLICAL TRACK PROGRAM - 2005	MTA - METRO NORTH	AWARDED 2005
M503-01-02	TURNOUTS - MAINLINE/HIGH SPEED REHABILITATION	MTA - METRO NORTH	AWARDED 2005
M503-01-03	GCT TURNOUTS/SWITCH RENEWAL - 2005	MTA - METRO NORTH	AWARDED 2005
M503-01-04	TURNOUTS - YARDS/SIDINGS REHABILITATION	MTA - METRO NORTH	AWARDED 2005
M503-01-12	WEST OF HUDSON TRACK IMPROVEMENTS	MTA - METRO NORTH	Awarded 2005 as M503-03-01
M503-02-01	UNDERGRADE BRIDGE PROGRAM	MTA - METRO NORTH	AWARDED 2005
M503-02-21	UNDERGRADE BRIDGE PROGRAM - WEST OF HUDSON	MTA - METRO NORTH	AWARDED 2005
M504	COMMUNICATION AND SIGNALS	MTA - METRO NORTH	Block funding into projects
M504-01-15	REPLACE TRACK RELAYS	MTA - METRO NORTH	AWARDED 2005
M505	POWER SUPPLY PROJECTS	MTA - METRO NORTH	Block funding into projects
M505-01-02	TAGGING RELAYS - HARLEM AND HUDSON LINES	MTA - METRO NORTH	AWARDED 2005
M505-01-04	ALUMINUM THIRD RAIL & "E" RAIL- GCT	MTA - METRO NORTH	AWARDED 2005
M505-01-07	POWER SUPPLY PROJECTS	MTA - METRO NORTH	Now locally funded
M505-01-10	INSTALL SECTIONALIZING SWITCHES - GTC	MTA - METRO NORTH	AWARDED 2005
M506	SHOPS & YARDS REHABILITATION AND IMPROVEMENTS	MTA - METRO NORTH	Block funding into projects
M506-01-03	HARMON SHOP/YARD REHABILITATION	MTA - METRO NORTH	AWARDED 2005

Disposition of N/STCC Project Listings

	<u>PIN</u>	<u>PROJECT NAME</u>	<u>SPONSOR</u>	<u>STATUS</u>
1.	000821	NY114 TRAFFIC CALMING CONTRACT	NYSDOT	OBLIGATED
2.	004199	NY25 R&P: HIGHLAND TO 6 TH SOUTHOLD	NYSDOT	OBLIGATED
3.	005416	NY347 MILL & FILL: NY11 TO TERRY RD	NYSDOT	OBLIGATED
4.	005883	NY27 DRAINAGE IMP. BAY SHORE	NYSDOT	OBLIGATED
5.	005901	NY27 MEDIAN: DEER PARK AV TO 5 TH AV	NYSDOT	OBLIGATED
6.	005904	NY27 MILL& FILL: WILLIAM FLOYD TO CR 39	NYSDOT	OBLIGATED
7.	005905	NY27 MILL & FILL: LONG BEACH AV TO MSP	NYSDOT	OBLIGATED
8.	011330	NY27A REFUBISHMENT: WELLWOOD AV TO NY109	NYSDOT	OBLIGATED
9.	022919	I495 NOISE WALL CONST. EXITS 30 TO 32	NYSDOT	OBLIGATED
10.	022922	I495 TRUCK INSPECTION SITE	NYSDOT	OBLIGATED
11.	022924	I495 CONCRETE PVT. REPAIRS & JOINT SEA	NYSDOT	OBLIGATED
12.	022927	COMFORT STATION PURCHASE FOR LIE	NYSDOT	DROPPED
13.	032798	NY25A R&P: RIDGEWAY TO OLD COACH RD	NYSDOT	OBLIGATED
14.	033909	SAGTIKOS PKWY: SSP TO NY25A SCOPE TBD	NYSDOT	DROPPED
15.	035610	NY109: R&P NY24 TO N/S LINE	NYSDOT	OBLIGATED
16.	051638	NORTHERN STATE PARKWAY CORRIDOR STUDY	NYSDOT	DROPPED
17.	051650	INFORM UPGRADE NORTHERN STATE PARKWAY	NYSDOT	OBLIGATED
18.	051730	WANTAGH STATE PARKWAY RESURFACING	NYSDOT	OBLIGATED
19.	053439	SOUTHERN STATE PARKWAY CORRIDOR STUDY	NYSDOT	DROPPED
20.	075675	HORSEBLOCK RD:CR83 TO LIE RECONSTRUCTION	SUFFOLK	DROPPED
21.	075785	DALY BLVD CULVERT REPAIR	NYSDOT	DROPPED
22.	075789	SHEEP PASTURE BRIDGE REHAB OVER LIRR	NYSDOT	DROPPED
23.	075799	RIVER STREET & PRAIRIE LANE DRAINAGE IMP.	LOCAL	OBLIGATED
24.	075800	SHORE ROAD DRAINAGE IMP. LINDENHURST	LOCAL	OBLIGATED
25.	075801	SOUTH 7 TH STREET DRAINAGE LINDENHURST	LOCAL	OBLIGATED
26.	075802	STRAIGHT PATH LIGHTING AND SIDEWALK	LOCAL	OBLIGATED
27.	075804	RECONST. OF SALTAIRE FERRY TERMINAL	LOCAL	OBLIGATED
28.	075810	MEADOW PEDESTRIAN WALKWAY IMP.	NYSDOT	OBLIGATED
29.	075814	SUFFOLK COUNTY INNOVATIVE TRANSIT BLOCK	NYSDOT	OBLIGATED
30.	075815	GLEN COVE ESPLANADE PHASE II	NYSDOT	OBLIGATED
31.	075816	PORT JEFF.-WAIDING RIVER RAILS TO TRAILS	NYSDOT	OBLIGATED
32.	075817	SEA CLIFF SHORELINE & COMMUTER ACCESS	NYSDOT	OBLIGATED
33.	075836	2004 NASSAU COUNTY PAVEMENT MARKING	NASSAU	OBLIGATED

	<u>PIN</u>	<u>PROJECT NAME (N/STCC)</u>	<u>SPONSOR</u>	<u>STATUS</u>
34.	080372	TRAVEL DEMAND MANAGEMENT PROGRAM	NYSDOT	DROPPED
35.	080425	INFORM OPERATIONAL FUNDING	NYSDOT	OBLIGATED
36.	080432	WANTAGH STATE PARKWAY RENOVATIONS	NYSDOT	OBLIGATED
37.	080546	BRIDGE REPAIR CONTRACT	NYSDOT	OBLIGATED
38.	080641	TMC EQUIPMENT PURCHASE	NYSDOT	OBLIGATED
39.	080655	SUFFOLK COUNTY COMMUTE ALTERNATIVES	SUFFOLK	OBLIGATED
40.	080698	PARKWAY LOW BRIDGE CLEARANCE SIGNS	NYSDOT	OBLIGATED
41.	080701	ENVIRONMENTAL INITIATIVES CONTRACT	NYSDOT	OBLIGATED
42.	080710	BRIDGE REPAIR CONTRACT	NYSDOT	OBLIGATED
43.	080712	SAFETY REQUIREMENTS CONTRACT	NYSDOT	OBLIGATED
44.	080714	RECHARGE BASIN RECONDITIONING	NYSDOT	OBLIGATED
45.	080715	SIGN STRUCTURE REPLACEMENT	NYSDOT	OBLIGATED
46.	080722	PREVENTIVE MAINTENANCE CONTRACT	NYSDOT	OBLIGATED
47.	080724	PRIORITY SURFACE TREATMENT CONTRACT	NYSDOT	OBLIGATED
48.	080729	DURABLE PAVEMENT MARKING CONTRACT	NYSDOT	OBLIGATED
49.	080732	TRAFFIC ENGINEERING & SAFETY STUDIES	NYSDOT	OBLIGATED
50.	080739	LANDSCAPE & RESTORATION ESTABLISHMENT	NYSDOT	OBLIGATED
51.	080741	MILL & FILL MICROSURFACING LOCATIONS	NYSDOT	OBLIGATED
52.	080742	MILL & FILL MICROSURFACING LOCATIONS	NYSDOT	OBLIGATED
53.	080744	MILL & FILL DISTRESSED SHOULDERS	NYSDOT	OBLIGATED
54.	080745	MILL & FILL ASPHALT OVERLAY LOCATIONS	NYSDOT	OBLIGATED
55.	080746	DURABLE PAVEMENT MARKING CONTRACT	NYSDOT	OBLIGATED
56.	080749	PARK & RIDE, BIKEWAY GRAFFITI REMOVAL	NYSDOT	OBLIGATED
57.	093398	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
58.	093399	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
59.	093400	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
60.	093401	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
61.	093402	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
62.	093403	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
63.	093404	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
64.	093405	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
65.	093406	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
66.	093407	UPGRADE TRAFFIC SIGNAL SYSTEM/RR XING	NYSDOT	OBLIGATED
67.	0B0501	STATE BRIDGE INSPECTION	NYSDOT	OBLIGATED

	<u>PIN</u>	<u>PROJECT NAME (N/STCC)</u>	<u>SPONSOR</u>	<u>STATUS</u>
68.	0L1940	CAPITAL ASSISTANCE FOR BUS PURCHASES	LONG BEACH	DROPPED
69.	0L2580	NASSAU COUNTY CLEAN CITIES PROGRAM	NASSAU	OBLIGATED
70.	0L2910	MANAGEMENT INFORMATION SYSTEMS	MTA/LI BUS	OBLIGATED
71.	0L2920	PREVENTIVE MAINTENANCE	MTA/LI BUS	OBLIGATED
72.	0L2930	PURCHASE SERVICE SUPPORT EQUIPMENT	MTA/LI BUS	OBLIGATED
73.	0L2940	FACILITY CAPITAL REPLACEMENT & IMP.	MTA/LI BUS	OBLIGATED
74.	0L2970	PURCHASE 37 PARATRANSIT BUSES	MTA/LI BUS	OBLIGATED
75.	0L7540	MARKETING PROGRAM	SUFFOLK TRANSIT	DROPPED
76.	0L7920	PURCHASE REPLACEMENT BUSES	HART	OBLIGATED
77.	0L7940	PREVENTIVE MAINTENANCE	HART	OBLIGATED
78.	0L7960	REPLACE IN GROUND FUEL TANKS	HART	OBLIGATED
79.	0T1082	PECONIC RIVER PARKING LOT BRIDGE	SUFFOLK	DROPPED
80.	0T1095	NY27 CORRIDOR EXIT RAMPS STUDY	NYS DOT	DROPPED
81.	0T1370	CONCRETE PAVEMENT REPAIRS	NYS DOT	OBLIGATED
82.	0T1601	BRIDGE MATERIALS FOR MAINTENANCE	NYS DOT	OBLIGATED
83.	0T1813	INFRASTRUCTURE IMP. TOWN OF ISLIP	LOCAL	DROPPED
84.	0T1814	SAYVILLE PEDESTRIAN ENHANCEMENTS	LOCAL	DROPPED
85.	0T1821	NASSAU ROAD TRAFFIC CALMING	NASSAU	DROPPED
86.	0T1832	SIGNAL/INTERSECTION IMP. HUNTINGTON	LOCAL	DROPPED
87.	0T1857	SAFETY TRAINING VILLAGE BROOKHAVEN	LOCAL	OBLIGATED
88.	L401/01/1H	PURCHASE ELECTRIC FLEET – M7	MTA - LIRR	OBLIGATED
89.	L401/01/1U	ADMINISTRATION OF ROLLING STOCK	MTA - LIRR	OBLIGATED
90.	L401/01/1U	ADMINISTRATION OF ROLLING STOCK	MTA - LIRR	OBLIGATED
91.	L401/01/1X	PURCHASE ELECTRIC FLEET – M7	MTA - LIRR	OBLIGATED
92.	L402/04/24	ATLANTIC TERMINAL REHABILITATION	MTA - LIRR	OBLIGATED
93.	L402/04/29	JAMAICA STATION REHABILITATION	MTA - LIRR	OBLIGATED
94.	L402/05/C2	PARKING LOT REHABILITATION	MTA - LIRR	OBLIGATED
95.	L402/05/J2	MINEOLA INTERMODAL CENTER	MTA - LIRR	OBLIGATED
96.	L403/01/S4	TRACK REHABILITATION PROG.-2004	MTA - LIRR	OBLIGATED
97.	L404/01/41	DB BRIDGE/DESIGN 12 BRIDGES	MTA - LIRR	OBLIGATED
98.	L404/02/4R	EAST RIVER TUNNEL SAFETY IMP.	MTA - LIRR	OBLIGATED
99.	L404/02/4Y	EAST RIVER TUNNEL VENTILATION	MTA - LIRR	OBLIGATED
100.	L405/01/P5	FIBER OPTIC NETWORK	MTA - LIRR	OBLIGATED
101.	L405/02/5J	QUEENS INTERLOCKING RECONFIG.	MTA - LIRR	OBLIGATED
102.	L405/02/K5	JAMAICA INTERLOCKING IMP.	MTA - LIRR	OBLIGATED
103.	L405/02/L5	SIGNALIZATION: BABYLON TO SPEONK	MTA - LIRR	OBLIGATED

	PIN	PROJECT NAME (N/STCC)	SPONSOR	STATUS
104.	L406/03/39	RICHMOND HILL YARD REHAB.	MTA - LIRR	OBLIGATED
105.	L406/03/6R	LONG ISLAND CITY YARD REHAB.	MTA - LIRR	DEFERRED
106.	L406/03/7I	AUTOMATED STORAGE UPGRADE	MTA - LIRR	OBLIGATED
107.	L406/03/L1	LAND ACQUISITION- NEW YARDS	MTA - LIRR	OBLIGATED
108.	L406/03/Y7	LONG BEACH YARD RECONFIGURE.	MTA - LIRR	OBLIGATED
109.	L406/03/Y9	MAINLINE BRANCH YARD-EIS/DESIGN	MTA - LIRR	OBLIGATED
110.	L407/03/7Y	BABYLON SUBSTATION UPGRADE	MTA - LIRR	OBLIGATED
111.	L408/04/8Y	PROGRAM ADMINISTRATION	MTA - LIRR	OBLIGATED
112.	L408/04/LI	LIABILITY INSURANCE	MTA - LIRR	OBLIGATED
113.	L408/04/PD	PROGRAM DEVELOPMENT	MTA - LIRR	OBLIGATED
114.	L408/04/PL	PROPERTY LOSS INSURANCE	MTA - LIRR	DROPPED

Disposition of NYCTCC Project Listings

PIN	PROJECT NAME	SPONSOR	PROJECT STATUS
S037.00	BARGE OPERATION (NYC-PORT OF ALBANY)	NYSDOT	COMPLETED
X021.41	IMPROVEMENTS TO THE DRAINAGE SYSTEM ON VARIOUS LOCATIONS ON THE BELT PKWY	NYSDOT	COMPLETED
X024.20	ROUTE 9A RECONSTRUCTION COORDINATION AND ROW	NYSDOT	COMPLETED
X024.21	ROUTE 9A RECONSTRUCTION SEGMENT 4	NYSDOT	COMPLETED
X024.22	ROUTE 9A RECONSTRUCTION SEGMENT 1	NYSDOT	UNDER CONSTRUCTION
X024.23	ROUTE 9A/WESTSIDE HWY	NYSDOT	COMPLETED
X024.24	ROUTE 9A/WESTSIDE HWY	NYSDOT	COMPLETED
X024.25	ROUTE 9A/WESTSIDE HWY	NYSDOT	COMPLETED
X024.27	ROUTE 9A/WESTSIDE HWY	NYSDOT	UNDER CONSTRUCTION
X024.39	ROUTE 9A/WESTSIDE HWY	NYSDOT	COMPLETED
X024.40	ROUTE 9A/WESTSIDE HWY: BATTERY PLACE RECONSTRUCTION	NYSDOT	DELETED
X024.41	ROUTE 9A/WESTSIDE HWY: SMITH PK COMFORT STATION AND PLAY EQUIPMENT.	NYSDOT	OBLIGATED
X024.42	PED SAFETY AT CANAL STR TRIANGLE	NYSDOT	COMPLETED
X024.43	ROUTE 9A, BIKE/PED IMPROVEMENTS	NYSDOT	COMPLETED
X027.01	I-895 ARTHUR SHERIDAN EXPRESSWAY RESURFACING	NYSDOT	COMPLETED
X027.06	BRONX, NY RIVER GREENWAY	NYSDOT	DELETED
X034.05	REHABILITATION OF INTERCHANGE BETWEEN THE CLEARVIEW EXPRESSWAY AND L.I.E	NYSDOT	COMPLETED
X034.08	CLEARVIEW EXPRESSWAY SOUND BARRIERS	NYSDOT	COMPLETED
X041.45	REHABILITATE THE QUEENS BOULEVARD BRIDGE OVER SUNNYSIDE RR YARD	NYCDOT	OBLIGATED
X051.50	RECONFIG. THE AREA AROUND THE GAS STATION WEST OF THE FLUSHING BAY MARINA	NYSDOT	COMPLETED
X051.51	PAVEMENT REHABILITATION AND RESURFACING	NYSDOT	DEFERRED
X051.55	CONST SOUND BARR. BOTH SIDES OF GCP 172&CHEVY	NYSDOT	COMPLETED
X051.56	CONSTRUCT SOUND BARRIERS ON THE GCP BTWN 244TH ST & DOUGLSTON PWAY	NYSDOT	DELETED
X055.03	OVERHEAD SIGN INSPECTION	NYSDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X071.15	BRIDGE REHABILITATION CONCRETE FILL FDR DRIVE (E.56TH ST. E.58TH ST).	NYSDOT	UNDER CONSTRUCTION
X071.22	REHABILITATE FDR DRIVE SOUTHBOUND (PH.2)	NYSDOT	UNDER CONSTRUCTION
X071.29	FDR DR. REHAB DECK & STEEL STRUCT 34TH VIADUC	NYSDOT	DEFERRED
X071.30	HARLEM RIVER DRIVE: REHABILITATION OF VIADUCT ON HARLEM RIVER DRIVE	NYSDOT	DELETED
X071.41	HARLEM RIVER DRIVE: REDEVELOP AND EXPAND THE WETLANDS	NYSDOT	COMPLETED
X071.42	FDR DRIVE INTERIM SAFETY IMPROVEMENT PROGRAM	NYSDOT	UNDER CONSTRUCTION
X071.45	WETLAND MITIGATION AT SWINDLER COVE	NYSDOT	COMPLETED
X071.46	WETLAND MITIGATION AT SWINDLER COVE	NYSDOT	COMPLETED
X071.47	SB HRD SAFETY & OPER. IMPRV. FR. 125 TO E.116	NYSDOT	DEFERRED
X088.04	REGIONAL COMMUTER CHOICE PROGRAM	NYMTC	OBLIGATED
X096.17	INSTALL TRANSMIT TECHNOLOGIES ALONG ROUTE 440 AND S.I.E.	NYSDOT	COMPLETED
X096.19	WEST SHORE EXPRESSWAY ACCESS IMPROVEMENT AT EXIT RAMP	NYSDOT	DELETED
X103.23	PAINTING 9 BRIDGES ON HENRY HUDSON PARKWAY FROM W.125 ST. W.140 STREET	NYSDOT	COMPLETED
X103.25	HENRY HUDSON PARKWAY SAFETY IMPROVEMENT PROJECT	NYSDOT	DELETED
X103.27	MILLER HIGHWAY W.59TH STREET W.72ND STREET FINAL DESIGN	NYSDOT	OBLIGATED
X103.31	PAINTING ON THE MILLER HIGHWAY STRUCTURE	NYSDOT	COMPLETED
X103.32	REHABILITATION OF HENRY HUDSON PARKWAY	NYSDOT	DELETED
X103.36	REHAB PED BRID. OVER 181ST & FT WASH. PK	NYSDOT	OBLIGATED
X227.75	RECONSTRUCTION OF BRIDGES ALONG THE LONG ISLAND EXPRESSWAY	NYSDOT	COMPLETED
X228.50	I-495 LONG ISLAND EXPWY (VAN DAM STREET - GRAND CENTRAL PKWY)	NYSDOT	UNDER CONSTRUCTION
X228.67	OPERATIONAL IMPROVEMENTS TO THE INTERCHANGE OF THE LIE	NYSDOT	UNDER CONSTRUCTION
X229.19	I-495 NOISE WALL CONSTRUCTION EXITS 30-32	NYSDOT	UNDER CONSTRUCTION
X500.02	INSTALL A MORE EFFICIENT PERMANENT BARGE SYSTEM	PANYNJ	OBLIGATED
X500.03	HARLEM RIVER PARK ESPLANADE	NYCDPR	OBLIGATED
X500.05	CONSTRUCT SHELTERED TAXI STANDS WITH DISPATCHERS	NYCDOT	OBLIGATED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X500.11	COMMUNITY BASED INITIATIVES	NYCDOT	CLOSED-OUT
X500.17	CONSTRUCTION OF WATERFRONT ESPLANADE WALKWAY	NYCEDC	COMPLETED
X500.19	CROSS HARBOR FREIGHT MOVEMENT PROJECT	NYCEDC	OBLIGATED
X500.29	DOWNTOWN FLUSHING PEDESTRIAN PROJECT	NYCEDC	OBLIGATED
X500.55	CONSTRUCT BIKEWAY & WALKWAY BTWEEN 42 & 14 STREETS	NYCDPR	OBLIGATED
X500.57	BICYCLE NETWORK DEVELOPMT AND NETWORK IMPROVM	NYCDCP\DOT\DPR	OBLIGATED
X500.68	ELECTRIC VEHICLE DEMO PROGRAM	NYPA	OBLIGATED
X500.69	HEAVY DUTY DIESEL SMOKE INSPECTION OUTREACH	NYSDEC	OBLIGATED
X500.76	CONSTRUCT NEW YORK STATE EMISSIONS LABORATORY	NYSDEC	OBLIGATED
X500.77	COMMUNITY TRANSIT INFORMATION LINK PROJECT	NYSDOT	OBLIGATED
X500.78	IMPLEMENT BOTH NYC AND REGIONALLY COORDINATED COMMUTER CHOICE PROGRAMS	NYSDOT	UNDER CONSTRUCTION
X500.80	GEORGE WASHINGTON BRIDGE BUS STATION	PANYNJ	OBLIGATED
X500.82	NORTH SHORE WATERFRONT ESPLANADE & BIKEWAY WEST	NYCEDC	COMPLETED
X500.84	NEW YORK CITY COMPRESSED NATURAL GAS TAXI PROGRAM (2ND PHASE)	NYCDOT	OBLIGATED
X500.86	PRIVATE FLEET ALTERNATE FUEL ASSISTANCE PROGRAM	NYCDOT	OBLIGATED
X500.87	MUNICIPAL ALTERNATIVE FUEL PROGRAM	NYCDOT	OBLIGATED
X500.88	TAXI LIMOUSINE COMMISSION ON BOARD DIAGNOSIS	NYCTL	OBLIGATED
X500.92	ADVANCE TRAVELER INFORMATION DISSEMINATION SERVICE (ATIDS)	NYCDOT	OBLIGATED
X500.93	DEPLOYMENT OF A REAL TIME TRAFFIC ADAPTIVE SYSTEM FOR NEW YORK CITY	NYCDOT	OBLIGATED
X500.94	LOCAL STREET NETWORK MANAGEMENT AND INCIDENT MANAGEMENT	NYCDOT	OBLIGATED
X500.95	HUDSON RIVER VALLEY GREENWAY - FORT WASHINGTON PK	NYCDPR	OBLIGATED
X500.96	BROOKLYN QUEENS GREENWAY EASTERN PARKWAY EXT.	NYCDCP\NYCDPR	OBLIGATED
X501.01	SUBWAY SIDEWALK INTERFACE IMPROVEMENTS	NYCDCP\NYCDOT	OBLIGATED
X501.03	JAMAICA CENTER	NYCDOT	OBLIGATED
X501.06	PEDESTRIAN NETWORK DEVELOPMENT III	NYCDOT	OBLIGATED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X501.08	DOWNTOWN BROOKLYN PEDESTRIAN IMPROVEMENT	NYCDCP	OBLIGATED
X501.09	DOWNTOWN FLUSHING MULTIMODAL CONNECTION	NYCDCP/NYCDOT	OBLIGATED
X501.10	WEST 8TH STREET SIDEWALK WIDENING	NYCEDC	COMPLETED
X501.12	DEPLOYMENT OF A REAL TIME TRAFFIC ADAPTIVE SYSTEM IN BROOKLYN	NYCDOT	DELETED
X501.13	PARKING INFORM DISSEMINATION & DEMO PROJ II	NYCDCP	OBLIGATED
X501.14	REDUCE STREET CONGESTION	NYCDOT	OBLIGATED
X501.15	OPERATE BUS SERVICE B/W ORANGE & GWB BUS TERM	SHORT LINE BUS	OBLIGATED
X501.16	BATTERY POWERED ELECTRIC CITY CAR DEMO PROGRAM	NYPA	OBLIGATED
X501.18	FREIGHT INFORMATION REAL TIME SYSTEM	PANYNJ	OBLIGATED
X501.19	PURCHASE OF 22 CNG REPLACEMENT BUSES FOR GREEN BUS LINE	NYCDOT	OBLIGATED
X501.20	BATTERY PARK BIKEWAY CONNECTOR	NYCDPR	SCOPE & FUNDING COMBINED WITH G412-0202
X501.21	INSTALL & MAINTAIN SECURE BICYCLE PARKING THRUOUT THE 5 BOROUGHES OF NYC.	NYCDOT	OBLIGATED
X501.22	BRONX RIVER GREENWAY BIKE PEDESTRIAN FACILITY	NYCDPR	OBLIGATED
X501.24	WALK TO SCHOOL (COMMUTING STUDY ON STUDENTS)	NYCDOT	OBLIGATED
X501.25	RECONSTRUCTION OF RAIL TRACK FOR TRAIN ASSEMBLY	NYCEDC	OBLIGATED
X501.26	SOUTH BRONX GREENWAY- STUDY & SCOPING	NYCEDC	OBLIGATED
X501.27	CREATE A FIBER CABLE NETWORK TO CONNECT OUTER BOROUGHES TO TMC	NYCDOT	OBLIGATED
X501.28	PRIVATE FERRY EMISSION DEMONSTRATION	NYCDOT	OBLIGATED
X501.29	OZONE ACTION DAYS - EPISODIC EMISSIONS CONTROL PROGRAM	NYSDOT	OBLIGATED
X501.30	HIGH BRIDGE PEDESTRIAN WALKWAY	NYCDOT	OBLIGATED
X501.31	CONSTRUCTION OF NEW BICYCLE/ADA ACCESS	NYCDPR	OBLIGATED
X501.33	SOUNDVIEW PARK RIVER ACCESS POINT	NYCDPR	OBLIGATED
X501.34	CONST 800 SF PUBLIC RESTROOMS@ STARLIGHT PARK	NYCDPR	OBLIGATED
X501.35	GREENWAY TO CONNECT SOUNDVIEW PK TO BRUCKNER	NYCDPR	OBLIGATED
X501.37	BRONX HUB	NYCDOT	OBLIGATED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X501.54	IBC JAMAICABAKERY	GJDC/ESDC	OBLIGATED
X550.01	BROOKLYN TROLLEY HERITAGE	NYCDOT	OBLIGATED
X550.02	BATTERY MARITIME BUILDING	NYCEDC	OBLIGATED
X550.06	STREETSCAPE INVENTORY,DESIGN & CONSTR.OF PED.	NYCDCP	COMPLETED
X550.17	BRONX SOUNDVIEW GREENWAY	NYCDPR	OBLIGATED
X550.21	HARLEM RIVER RESTORATION	NYCDEP	OBLIGATED
X550.22	UPGRADE FREDERIC DOUGLASS CIRCLE MANHATTAN AVENUE FROM WEST 110 STREET	NYCDOT	DELETED, COMBINED W/X550.36
X550.31	AMUNDSEN TRAIL GREAT KILLS GREENBELT CONNECTOR	NYCDPR	OBLIGATED
X550.36	DESIGN & RECONST. OF FREDERICK DOGLAS CIRCLE	NYCDOT	COMBINED
X550.37	PROV PUBLIC ESPLANADE @ GREENPT TERM MARKET	NYCEDC	OBLIGATED
X550.38	HUNTS POINTT STREETSCAPE PLAN -	NYCDOT	OBLIGATED
X550.40	RESTORE RIVERSIDE DR PEDESTRIAN PROMENADE	NYCDPR	OBLIGATED
X550.43	HELL GATE PATHWAY	NYCDPR	OBLIGATED
X550.44	EAST HOUSTON BIKE/PED IMPROV. PROJECT	NYCDCP/NYCDOT	OBLIGATED
X550.45	CONSTRUCT BIKE/PED PATH ALONG BRONX RIVER TRAILWAY	NYCDPR	OBLIGATED
X550.46	DESIGN A SAFE AND DISTINCTIVE STREETSCAPE ON AMSTERDAM AVENUE	NYCDOT	OBLIGATED
X550.47	DESIGN AND IMPLEMENTATION OF TRAFFIC AND PEDESTRIAN SAFETY IMPROVEMENTS,	NYCDOT	COMPLETED
X720.34	ROW MAPPING FOR MAJOR DEEGAN EXPWY CORRIDOR.	NYSDOT	COMPLETED
X720.36	I-87 M.D.E. (CITY LINE - TRIBOROUGH BRIDGE) INTERIM REPAIRS OF 36 BRIDGES	NYSDOT	COMPLETED
X720.38	RECON MDE EXT ST. RAMP OVER METRNORTH BRIDGE	NYSDOT	COMPLETED
X726.84	I-95 CBE EVALUATE, DESIGN, AND CONSTRUCT, ADVANCED T.M.S.ELEMENTS.	NYSDOT	COMPLETED
X726.86	CROSS BRONX EXPWY CORRIDOR STUDY.	NYSDOT	COMPLETED
X726.87	ROW MAPPING OF CROSS BRONX CORRIDOR	NYSDOT	COMPLETED
X726.96	I-95 CBE BRIDGE REHABILITATION BETWEEN RANDALLS AVE AND TREMONT AVE	NYSDOT	UNDER CONSTRUCTION
X729.93	MONITORING AND INSPECTION OF THE I278 GOWANUS	NYSDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X729.94	MONITORING AND INSPECTION OF THE I278 GOWANUS	NYSDOT	COMPLETED
X730.23	I-278 BKLYN-QUEENS EXPRESSWAY (25TH AVENUE - BROADWAY) RECONSTRUCTION	NYSDOT	UNDER CONSTRUCTION
X730.25	SIE CORRIDOR STUDY	NYSDOT	COMPLETED
X730.36	CROSS BRONX EXPWAY & BRUCKNER EXPWAY INTERCHANGE REHABILITATION	NYSDOT	COMPLETED
X730.53	REHAB OF BQE B/W BROADWAY & QUEENS BLVD	NYSDOT	COMPLETED
X730.54	I-278 BKLYN-QUEENS EXPRESSWAY CONNECTOR RAMP VIADUCT	NYSDOT	COMPLETED
X730.62	I-278 BRUCKNER EXPRESSWAY RECONSTRUCTION	NYSDOT	UNDER CONSTRUCTION
X730.77	I-278 BKLYN-QUEENS EXPRESSWAY OPERATIONAL STUDY OF THE CORRIDOR.	NYSDOT	OBLIGATED
X730.80	GOWANUS EXPRESSWAY RECON B/W VERR BR.& BQE	NYSDOT	DELETED
X730.82	GOW REHAB (WB) (CONTRACT 3)	NYSDOT	DELETED
X730.85	EMERGENCY REPAIRS FY 1999 - IMPROVE RIDEABILITY AND ADDRESS SAFETY	NYSDOT	COMPLETED
X730.88	I-278 GOWANUS EXPRESSWAY (VERRAZANO BRIDGE TO BATTERY TUNNEL)	NYSDOT	COMPLETED
X730.89	I-278 GOWANUS EXPRESSWAY (VERRAZANO BRIDGE TO BATTERY TUNNEL)	NYSDOT	UNDER CONSTRUCTION
X730.90	I-278 GOWANUS EXPRESSWAY INTERIM DECK PROJECT	NYSDOT	UNDER CONSTRUCTION
X730.92	STATEN ISLAND EXPRESSWAY RENWICK SIRT STATEN ISLAND EXPRESSWAY EB	NYSDOT	DELETED
X730.93	REHAB. OF THE MAINLINE AND OVERPASS BRIDGES ON S.I.E.	NYSDOT	UNDER CONSTRUCTION
X731.08	TRANSIT MOBILITY ENHANCEMENT INC SIGNAL PRIORITIZATION	NYSDOT	OBLIGATED
X731.09	DEVELOP PLANS AND CONSTRUCTION OF 5 VMS INSTALLATIONS. SCOPE: VMS	NYSDOT	UNDER CONSTRUCTION
X731.10	I-278 GOWANUS	NYSDOT	DELETED
X731.11	BQE FR 61ST TO BROADWAY SOIL BORING WORK.	NYSDOT	COMPLETED
X731.12	I-278 BKLYN-QUEENS EXPRESSWAY LANDSCAPING AND RETAINING WALL	NYSDOT	UNDER CONSTRUCTION
X735.21	I-678 VAN WYCK EXPRESSWAY FROM LONG ISLAND EXPWAY TO WHITESTONE EXPWAY	NYSDOT	COMPLETED
X735.22	DESIGN OF THE NORTH BOUND WHITESTONE EXPWY BRIDGE OVER FLUSHING RIVER	NYSDOT	UNDER CONSTRUCTION
X735.39	REPLACEMENT OF THE SOUTH BOUND W/STONE EXPWAY BRIDGE OVER FLUSHING BAY.	NYSDOT	UNDER CONSTRUCTION
X735.39B	PAVE REHAB & RESURFACING (SOUTH OF LINDEN)	NYSDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X735.44	MAPPING AND SURVEY OF NASSAU EXPRESSWAY FLYOV	NYSDOT	COMPLETED
X735.45	REHABILITATE FOUR BRIDGES ALONG THE VAN WYCK EXPRESSWAY	NYSDOT	UNDER CONSTRUCTION
X735.47	REHABILITATION OF VAN WYCK INTELLIGENT TRANSPORTATION SYSTEM (ITS)	NYSDOT	COMPLETED
X735.48	DEVELOP PLANS AND CONSTRUCTION OF ITS	NYSDOT	UNDER CONSTRUCTION
X735.49	PURCHASE OF ADDITIONAL EMERGENCY EQUIPMENT.	NYSDOT	COMPLETED
X735.54	I-678 VWEXPWAY/BELT PKWY NORTH CONDUIT AVE W/B BELT PKWAY RAMP IMPROVEMT	NYSDOT	DELETED
X735.55	SAFETY IMPROVEMENT OF JFK/LRS AIRPORT ACCESS	NYSDOT	COMPLETED
X735.57	REHABILITATE 14TH AVE. BRIDGE AND FIVE BRIDGES SOUTH OF NORTH CONDUIT	NYSDOT	DELETED
X735.58	I-678 VAN WYCK EXPRESSWAY RESURFACING FROM LONG ISLAND EXPRESSWAY	NYSDOT	DELETED
X735.59	I-678 VWE (ATLANTIC AVE - HOOVER AVE) DESIGN OF PEDESTRIAN BRIDGE	NYSDOT	COMPLETED
X735.60	I-678 VAN WYCK EXPRESSWAY BRIDGE MAINTENANCE REPAIR (4 LIRR BRIDGES)	NYSDOT	DELETED
X735.67	REHABILITATION OF HILLSIDE AVE AND JAMAICA AVE BRIDGES AND SHOULDER WORK	NYSDOT	UNDER CONSTRUCTION
X735.69	LIGHT RAIL SYSTEM COORDINATION ON I-678	NYSDOT	COMPLETED
X735.70	I-678 VAN WYCK EXPRESSWAY RAMP SAFETY IMPROVEMENT	NYSDOT	COMPLETED
X735.71	WESTERN QUEENS ITS PHASE II: I-678 VWEXPRESSWAY TRIBORO/GCPARKWAY	NYSDOT	UNDER CONSTRUCTION
X735.72	WESTERN QUEENS ITS (PHASE III) BQE/LIE ITS I-678 VAN WYCK EXPRESSWAY	NYSDOT	UNDER CONSTRUCTION
X735.73	PLANNING & FEASIBILITY ANALYSIS OF I-678 VWE	NYCEDC/GJDC	OBLIGATED
X751.55	RECONSTRUCTION NORTH SIDE OF THE WILLIAMSBURG BRIDGE (CONTRACT 7).	NYCDOT	OBLIGATED
X752.23	CONCORD AVENUE / ST MARY'S ST BRIDGE. (PROJ. IN PREVIOUS TIP	NYSDOT	COMPLETED
X753.44	REHABILITATION OF TOMPKINS AVE BRIDGE OVER STATEN ISLAND RAPID TRANSIT.	NYCDOT	OBLIGATED
X754.20	EASTERN BLVD & BRUCKNER BLVD OVER BRONX RIVER (PROJECT IN PREVIOUS TIP	NYSDOT	COMPLETED
X754.82	REHABILITATION OF FORDHAM PLAZA STRUCTURE OVER METRO-NORTH	NYCDOT	OBLIGATED
X755.32	REHABILITATION OF WOODHAVEN BOULEVARD BRIDGE OVER THE LIRR	NYSDOT	COMPLETED
X755.71	RECONSTRUCTION OF KENT AVENUE FROM BQE TO FRANKLIN STREET	NYCDOT	OBLIGATED
X755.99	RECONST OF FLUSHING AVE B/W HUMBOLT & CYPRESS	NYCDOT	OBLIGATED

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X756.01	RECONST OF S'FIELD BLVD BW LIRR LINE TO ROCK	NYCDOT	OBLIGATED
X756.10	UNDERTAKE LINDEN PLACE RECONSTRUCTION PROJECT	NYCDOT/NYS DOT	OBLIGATED
X756.36	IMPLEMENT TCM MEASURES AFFECTING TRAFFIC CONDITIONS	NYCDEP	CLOSED-OUT
X756.43	EAST RIVER FERRY LANDINGS	NYCEDC	OBLIGATED
X756.56	BKLYN WATERFRONT CAR FLOAT, 65TH STREET YARD	NYCEDC	COMPLETED
X756.60	PED SAFETY IMPROVMNTS FOR THE GRAND CONCOURSE	NYCDOT	OBLIGATED
X756.65	E&H BLOCK GRANT-6 SECTION 5310 PROGRAM FOR TRANSPORTING ELDERLY	NYSDOT	OBLIGATED
X756.82	JAMAICA CENTER - SUTPHIN BLVD HILLSIDE/JAMAICA AVE	NYCEDC	OBLIGATED
X756.89	PIER BULKHEAD AND BUILDING INSPECTION	NYSDOT	COMPLETED
X757.11	INSTALLATION OF PEDESTRIAN CROSSWALKS AT VARIOUS INTERSECTIONS	NYCDOT	OBLIGATED
X757.12	INSTALL PAVEMENT MARKINGS ON VARIOUS SECTIONS OF THE STREET NETWORK	NYCDOT	OBLIGATED
X757.13	INSTALLATION OF HIGH-VISIBILITY CROSSWALKS.	NYCDOT	OBLIGATED
X757.30	PREVENTIVE MAINTENANCE INITIATIVE FOR THE EAST RIVER BRIDGES.	NYCDOT	OBLIGATED
X757.49	REHABILITATE THIRD AVENUE BRIDGE	NYCDOT	OBLIGATED
X757.50	MIDTOWN WEST INTERMODAL FERRY TERMINAL AT PIER 79	NYCEDC	OBLIGATED
X757.51	CONSTRUCT INTERMODAL FACILITY IN BATTERY PARK	NYCEDC	OBLIGATED
X757.52	RECON OF FLUSHING AVE BETWEEN WYCOFF & GATES	NYCDOT	OBLIGATED
X757.59	REHABILITATE 145TH STREET BRIDGE OVER THE HARLEM RIVER	NYCDOT	OBLIGATED
X757.61	STUDY OF FREIGHT ROUTES SIGNS AND MARKINGS	NYCDOT	OBLIGATED
X757.64	BELT PARKWAY / OCEAN PARKWAY INTERCHANGE REHABILITATION	NYCDOT	OBLIGATED
X757.65	WILLIAMSBURG BRIDGE REHABILITATION CONT 8	NYCDOT	OBLIGATED
X757.84	FORDHAM UNIVERSITY'S PARKING FACILITY	DASNY	OBLIGATED
X757.85	REHAB TRANSPORTATION FACILITIES IN CO-OP CITY	NYCDOT	OBLIGATED
X757.86	CONSTRUCT BRIDGE DECK OVER METRO NORTH ROW	NYCDOT	OBLIGATED
X757.87	CONSTRUCT BIKE PATHS ALONG THE BRONX RIVER	NYCDPR	OBLIGATED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X757.88	NYCDPR -TRANSPORTATION PROJECT	NYCDOT	OBLIGATED
X757.89	PED & TRAFFIC ENHANCEMENT PRJ: GRAND CONCOURSE	NYCDOT	OBLIGATED
X757.90	ENHANCE TRANS. OPS. TO SHARE REAL TRAF DATA	NYCDOT	OBLIGATED
X757.96	MAJOR REHAB OF SHORE RD BR OVR PELHAM BAY PK	NYCDOT	DEFERRED
X758.04	QUEENSBOROUGH BRIDGE CONTRACT #6	NYCDOT	OBLIGATED
X758.06	REVIEW OF STATE DOT PROJECTS BY NYCDOT	NYSDOT	COMPLETED
X758.07	REVIEW OF STATE DOT PROJECTS BY NYCDOT	NYSDOT	COMPLETED
X758.08	REVIEW OF STATE DOT PROJECTS BY NYCDOT	NYSDOT	COMPLETED
X758.09	JAYWALKING DEMONSTRATION USING EDUCATION, OUTREACH AND PUBLICITY	NYCDOT	DELETED
X758.10	LOU GEHRIG PLAZA	NYCDOT	COMBINED WITH X757.89
X758.11	LONG ISLAND CITY STUDY	NYCDCP	OBLIGATED
X758.12	DEVELOP MULTI-MODAL ACCESS STRATEGY	NYCEDC/BBPDC	OBLIGATED
X758.13	QUEENS BOULEVARD SAFETY IMPROVEMENTS	NYCDOT	OBLIGATED
X758.15	PREVENTIVE MAINTENANCE INITIATIVE FOR THE EAST RIVER BRIDGES.	NYCDOT	DELETED
X758.17	DESIGN & INSTALL SIGNAGE, TRAIL MAKERS AND TRAILHEADS	NYCDPR	OBLIGATED
X758.18	CROTONA PARK GREENWAY	NYCDPR	OBLIGATED
X758.19	REHABILITATION OF ADAPTIVE REUSE OF WEST 69TH ST	NYCDPR	OBLIGATED
X758.20	CONSTRUCTION OF NEW EXIT RAMP OFF SOUTH BOUND WEST SHORE EXPRESSWAY	NYSDOT	COMPLETED
X758.22	RECONSTRUCTION OF ANNANDALE ROAD BRIDGE	NYCDOT	OBLIGATED
X758.23	MANHATTAN BRIDGE PHYSICAL ASSESSMENT PROJECT	NYCDOT	OBLIGATED
X758.24	161ST STREET STREETCAPE	DASNY	OBLIGATED
X758.25	DESIGN & INSTALL CONSTRUCTION OF 1/2 MILE BICYCLE	NYCDPR	OBLIGATED
X759.80	WHERE & WHEN MAINTENANCE & SAFETY RESTORATION CONTRACT - WTC DISASTER	NYSDOT	OBLIGATED
X802.43	CONSTRUCTION OF TOPICS 4 COMPUTERIZED TRAFFIC SIGNALIZATION PROGRAM.	NYCDOT	OBLIGATED
X802.73	MODERNIZATION OF SIGNAL CONTROLLERS (PHASE II)	NYCDOT	OBLIGATED

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X802.79	ADVANCE TRAFFIC MGT CENTER	NYCDOT	OBLIGATED
X803.09	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.10	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.11	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.12	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.13	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.14	OPERATIONAL SUPPORT TO TRAFFIC MANAGEMENT CENTER FACILITY	NYCDOT	OBLIGATED
X803.15	SCHOOL SAFETY PROGRAM	NYCDOT	OBLIGATED
X803.17	NYC BRIDGE INSPECTION - OPERATING (FFY 03)	NYCDOT	OBLIGATED
X803.21	NYC BRIDGE INSPECTION - OPERATING (FFY 04)	NYCDOT	OBLIGATED
X803.22	CITYWIDE MAINTENANCE OF CAPITAL ASSETS FOR NON-ERB BRIDGES AND ARTERIAL	NYCDOT	DELETED
X803.28	PROCUREMENT OF ADVANCED SOLID STATE TRAFFIC CONTROLLERS	NYCDOT	OBLIGATED
X803.85	INSTALLATION OF HIGH-VISIBILITY CROSSWALKS.	NYCDOT	OBLIGATED
X803.93	INSTALLATION OF HIGH-VISIBILITY CROSSWALKS.	NYCDOT	OBLIGATED
X803.94	INITIATE TRANSP. DEMAND MANAGEMNT ACTIVITIES	NYSDOT	COMPLETED
X804.00	SOUTHERN BROOKLYN TRANSPORTATION INVESTMENT STUDY	NYMTC	OBLIGATED
X804.08	BRUCKNER EXPWY ITS	NYSDOT	UNDER CONSTRUCTION
X804.09	BRONX & NORTHERN MANHATTAN (MAJOR DEEGAN, CBE & HHP, CITY LINE) PHASE 2	NYSDOT	DELETED
X804.10	BRONX & NORTHERN MANHATTAN (HHP, 72ND STREET CITYLINE) PHASE 3	NYSDOT	DELETED
X804.13	DEVELOP & IMPLEMENT ITS ON STATE ROUTES PH.1	NYSDOT	COMPLETED
X804.14	DESIGN OPS SUPPORT FACILITIES FOR ITS NETWORK	NYSDOT	COMPLETED
X804.17	ITS CONTROL CENTER PHASE 2 - GENERAL CONSTRUCTION OF THE ITS	NYSDOT	UNDER CONSTRUCTION
X804.18	CONSTRUCTION OF ITS FOR STATE ROUTES ON STATEN ISLAND.	NYSDOT	UNDER CONSTRUCTION
X804.22	ITS OPERATIONAL SUPPORT PHASE 3	NYSDOT	UNDER CONSTRUCTION
X804.28	SIGNING IMPROVEMENTS ALONG THE BELT PARKWAY IN BROOKLYN.	NYSDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X804.32	MINOR REHABILITATION IMPROVEMENTS ALONG JACKIE ROBINSON PARKWAY	NYSDOT	DELETED
X804.33	MINOR REHABILITATION IMPROVEMENTS ALONG THE HUTCHINSON RIVER PARKWAY	NYSDOT	COMPLETED
X804.40	IMPLEMENT ROCK SLOPE PROTECTION ON THE CROSS BRONX EXPRESSWAY	NYSDOT	COMPLETED
X804.45	IMPLEMENT PARK & RIDE SITES IN S.I. ON GOWANUS DURING RECONSTRUCTION.	NYSDOT	UNDER CONSTRUCTION
X804.52	I-278 GOWANUS EXPRESSWAY	NYSDOT	DELETED
X805.25	NY/NJ/CT MODEL DEPLOYMNT MODEL DEPLOYMENT INITIATIVE -	NYSDOT	OBLIGATED
X805.28	TRANSMIT EXPANSION - INSTALLING SENSORS ALONG SEVERAL BRONX CORRIDORS	NYSDOT	COMPLETED
X805.34	CONSTRUCTION OF THE ITS CONTROL CENTER -	NYSDOT	COMPLETED
X805.35	CONSTRUCTION OF THE ITS CONTROL CENTER -	NYSDOT	COMPLETED
X805.38	VIADUCT PROTECTION, INVENTORY, PRIORITIZATION, AND FENCING CITYWIDE	NYSDOT	UNDER CONSTRUCTION
X805.41	PRIORITY INVEST LOCATION STUDIES	NYSDOT	COMPLETED
X805.42	WHERE AND WHEN MAINTENANCE CONTRACT	NYSDOT	COMPLETED
X805.47	LANDSCAPE REQUIREMENT CONTRACT AT LOCATIONS (TBD)	NYSDOT	UNDER CONSTRUCTION
X805.66	INTEGRATE TRAFFIC MANAGEMENT AND TRAVELLERS INFORMATION EXCHANGE	NYSDOT	OBLIGATED
X805.67	DEVELOP NEW NATURE TRAIL TO GERICKE FARMS	NYSOP&R	OBLIGATED
X805.69	BRONX AND N. MANHATTAN ITS PHASE II, SPANNING FROM MAJOR DEEGAN EXPRESSWAY	NYSDOT	UNDER CONSTRUCTION
X805.78	DEVELOP INCIDENT MANAGMENT SYSTEM USING HELP	NYSDOT	COMPLETED
X805.79	DEVELOP INCIDENT MANAGMENT SYSTEM USING HELP	NYSDOT	COMPLETED
X806.02	DEVELOP INCIDENT MANAGMENT SYSTEM USING HELP	NYSDOT	OBLIGATED
X806.03	SI PARK & RIDE (HVAC) PARK AND RIDE SITES IN STATEN ISLAND	NYSDOT	COMPLETED
X806.04	GOW TSM: PARK & RIDE SI PARK AND RIDE (PLUMBING)	NYSDOT	COMPLETED
X806.05	GOW TSM: PARK & RIDE SI PARK AND RIDE (ELECTRICAL)	NYSDOT	COMPLETED
X806.07	ITS CONTROL CENTER PHASE 2 - ELECTRICAL	NYSDOT	UNDER CONSTRUCTION
X806.08	ITS CONTROL CENTER PHASE 2 - MECHANICAL	NYSDOT	UNDER CONSTRUCTION
X806.09	ITS CONTROL CENTER PHASE 2 - PLUMBING/FIRE SUPPRESSION	NYSDOT	UNDER CONSTRUCTION

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X806.10	CONST OF ITS CONTROL CENTER-VIDEO/SYS	NYSDOT	OBLIGATED
X806.14	ITS CONTROL CENTER PHASE 2 - FIRE SUPPRESSION	NYSDOT	UNDER CONSTRUCTION
X822.66	PENN ST. REDEVELOPMENT	AMTRAK	OBLIGATED
X822.73	NYC PRIVATE BUS PROGRAM: PURCHASE OF 28 CNG TRANSIT BUSES FOR NYC PRIVATE	NYCDOT	OBLIGATED
X822.74	NYC PRIVATE BUS PROGRAM: PURCHASE OF 28 CNG TRANSIT BUSES FOR NYC PRIVATE	NYCDOT	OBLIGATED
X822.76	NYC PRIVATE BUS PROGRAM: PURCHASE OF 28 CNG TRANSIT BUSES FOR NYC PRIVATE	NYCDOT	OBLIGATED
X822.78	NYC PRIVATE BUS PROGRAM: PURCHASE OF 28 CNG TRANSIT BUSES FOR NYC PRIVATE	NYCDOT	OBLIGATED
X822.79	NYC PRIVATE BUS PROGRAM: PURCHASE OF 78 TRANSIT BUSES FOR NYC PRIVATE	NYCDOT	DELETED
X822.80	NYC PRIVATE BUS PROGRAM: PURCHASE AND INSTALLATION OF GUIDE-A-RIDE SIGNS	NYCDOT	DELETED
X822.86	NYCDOT PRIVATE BUS PRGM	NYCDOT	OBLIGATED
X822.87	NYC PRIVATE BUS PROGRAM	NYCDOT	DELETED
X822.90	EAST RIVER FERRY LANDINGS	NYCEDC	OBLIGATED
X822.91	CONSTRUCTION OF DOCKING FACILITIES FOR HIGH SPEED FERRY	NYCDOT	COMPLETED
X822.92	RECONSTRUCTION OF WHITEHALL STREET TERMINAL OF S.I.	NYCDOT	UNDER CONSTRUCTION
X822.96	PUCHASE OF 60 BUSES FOR NYC PRIVATE OPERATORS	NYCDOT	DELETED
X822.99	REGIONAL DEVELOPMENT AND ENHANCEMENT OF MULTI-AGENCY INTEGRATION	NYSDOT	OBLIGATED
X823.00	RAIL SPUR AT THE JAMAICA BAKERY SITE	NYSDOT	DEFERRED
X823.01	JAMAICA BAY TRANSPORTATION HUB	NYSDOT	FULL OBLIGATED
X823.03	PURCHASE OF COMPUTERS AND OTHER ANCILLARY ITEMS	NYCDOT	OBLIGATED
X823.04	PURCHASE OF BUS SIMULATORS TO TRAIN CURRENT AND NEW BUS OPERATORS.	NYCDOT	OBLIGATED
X823.05	PURCHASE OF 100 REPLACEMENT BUSES FOR NYC PRIVATE	NYCDOT	DELETED
X823.06	PURCHASE OF 96 REPLACEMENT BUSES FOR NYC PRIVATE	NYCDOT	DELETED
X823.07	PURCHASE OF 93 REPLACEMENT BUSES FOR NYC PRIVATE	NYCDOT	DELETED
X823.24	NYCDOTPRIVATE FERRY PROGRAM	NYCDOT	COMPLETED
X823.25	NYCDOTPRIVATE FERRY PROGRAM	NYCDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
X825.36	NYCDOT CAPITAL PROGRAM ADMINISTRATION FOR PRIVATE	NYCDOT	OBLIGATED
X825.37	NYCDOT CAPITAL PROGRAM ADMINISTRATION FOR PRIVATE	NYCDOT	OBLIGATED
X825.38	NYCDOT CAPITAL PROGRAM ADMIN. FOR PRIVATE FRANCHISED BUS OPERATIONS.	NYCDOT	OBLIGATED
X825.47	E&H BLOCK GRANT-8 SECTION 5310 PROGRAM	NYSDOT	OBLIGATED
X825.48	E&H BLOCK GRANT-10 SECTION 5310 PROGRAM	NYSDOT	OBLIGATED
X825.49	E&H BLOCK GRANT-10 SECTION 5310 PROGRAM	NYSDOT	OBLIGATED
X825.50	JOB ACCESS & REVERSE COMMUTE	NON-PROF	OBLIGATED
X825.51	JOB ACCESS & REVERSE COMMUTE	NON-PROF	OBLIGATED
X825.52	JOB ACCESS & REVERSE COMMUTE	NON-PROF	OBLIGATED
X825.53	JOB ACCESS & REVERSE COMMUTE	NON-PROF	OBLIGATED
X825.54	E&H BLOCK SECTION 5310 PROGRAM	NYSDOT	OBLIGATED
X825.55	E&H BLOCK SECTION 5310 PROGRAM	NYSDOT	OBLIGATED
X850.89	REHAB OF UPPER ROADWAY SUSPENSION SPANS (CONTRACT 10)	NYCDOT	OBLIGATED
X850.93	RECONSTRUCT MANHATTAN BR. LOWER DECK	NYCDOT	DEFERRED
X935.69	BKLYN WATERFRONT RAIL IMPROVEMENT	NYCEDC	OBLIGATED
XB0102	INSPECT BRIDGES ON SELECTED STATE & LOC ARTER	NYSDOT	COMPLETED
XB0302	INSPECT BRIDGES	NYSDOT	COMPLETED
XM0002	CLEAN AND WASH BRIDGES ON THE STATE ARTERIALS CITYWIDE	NYSDOT	COMPLETED
XM0004	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK.	NYSDOT	UNDER CONSTRUCTION
XM0030	ROUTINE CRACK FILLING AND PAVEMENT REPLACEMENT ON STATE ARTERIAL NETWORK.	NYSDOT	COMPLETED
XM0031	CONTRACT MAINTENANCE SWEEPING TO REMOVE DEBRIS FROM PKWAYS & EXPWAYS	NYSDOT	COMPLETED
XM0045	REPAIR GUIDERAILS, FENCES, AND SIGNS ALONG STATE ROUTES CITYWIDE AS NEEDED.	NYSDOT	COMPLETED
XM0051	5 TO 7 BRIDGE REPAIR. REPLACE JOINTS, OVERLAY, AND BEARINGS	NYSDOT	UNDER CONSTRUCTION
XM0101	BRIDGE DRAINAGE AS PREVENTIVE MAINTENANCE, CLEAN AND REPAIR OF DRAINAGE	NYSDOT	UNDER CONSTRUCTION
XM0103	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK.	NYSDOT	UNDER CONSTRUCTION

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
XM0120	WHERE & WHEN, PHASE XIII	NYSDOT	COMPLETED
XM0130	ROUTINE CRACK FILLING AND PAVEMENT REPLACEMENT ON STATE ARTERIAL NETWORK.	NYSDOT	COMPLETED
XM0140	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	NYSDOT	COMPLETED
XM0142	SIGN AND STRUCTURES INSPECTION	NYSDOT	UNDER CONSTRUCTION
XM0148	PAVEMENT MAINTENANCE REQUIREMENT	NYSDOT	UNDER CONSTRUCTION
XM0160	TAKEOVER OF MAINTENANCE RESPONSIBILITIES FOR VARIOUS STATE ARTERIALS.	NYSDOT	UNDER CONSTRUCTION
XM0203	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK..	NYSDOT	UNDER CONSTRUCTION
XM0204	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK.	NYSDOT	DELETED
XM0220	WHERE AND WHEN PHASE XIV -	NYSDOT	DELETED
XM0230	ROUTINE CRACK SEALING ON THE STATE ARTERIAL NETWORK.	NYSDOT	UNDER CONSTRUCTION
XM0231	TAKEOVER OF MAINTENANCE RESPONSIBILITIES FOR VARIOUS STATE ARTERIALS	NYSDOT	UNDER CONSTRUCTION
XM0240	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	NYSDOT	COMPLETED
XM0245	REPAIR GUIDERAILS, FENCES, AND SIGNS ALONG STATE ROUTES CITYWIDE AS NEEDED	NYSDOT	UNDER CONSTRUCTION
XM0248	PAVEMENT MAINTENANCE / REQUIREMENTS CONTRACT	NYSDOT	UNDER CONSTRUCTION
XM0301	BRIDGE DRAINAGE CLEANING AS PREVENTIVE MAINTENANCE	NYSDOT	UNDER CONSTRUCTION
XM0303	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK.	NYSDOT	DELETED
XM0304	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK.	NYSDOT	DELETED
XM0320	WHERE AND WHEN PHASE XV	NYSDOT	UNDER CONSTRUCTION
XM0325	LANDSCAPE REQUIREMENT	NYSDOT	DELETED
XM0330	ROUTINE CRACK SEALING STATE ARTERIAL NETWORK	NYSDOT	COMPLETED
XM0330	ROUTINE CRACK SEALING ON VARIOUS STATE ARTERIALS	NYSDOT	UNDER CONSTRUCTION
XM0340	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	NYSDOT	COMPLETED
XM0348	PAVEMENT MAINTENANCE REQUIREMENTS	NYSDOT	UNDER CONSTRUCTION
XM0351	5 TO 7 BRIDGE REPAIR. REPLACE JOINTS, OVERLAY, AND BEARINGS. CONCRETE REPAIRS	NYSDOT	UNDER CONSTRUCTION
XM0370	STATE/CITY ROADSIDE MAINTENANCE AGREEMENT	NYSDOT	COMPLETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
XM0440	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	NYSDOT	OBLIGATED
XM0503	CITYWIDE BRIDGE PAINTING ON STATE ARTERIALS	NYSDOT	OBLIGATED
XM0560	MAINTENANCE REPAIR OF MASON	NYSDOT	DELETED
XM0603	CITYWIDE BRIDGE PAINTING ON STATE ARTERIALS	NYSDOT	DELETED
XM0704	BRIDGE PAINTING	NYSDOT	DELETED
XM0804	BRIDGE PAINTING	NYSDOT	DELETED
XM0904	BRIDGE PAINTING	NYSDOT	DELETED
XM1004	BRIDGE PAINTING	NYSDOT	DELETED
XM9604	VAN WYCK LONG ISLAND EXPWY JFK AIRPORT PAINTING OF 37 BRIDGES	NYSDOT	COMPLETED
XM9753	INTERCHANGE REHABILITATION ON THE FDR AT THE 34TH STREET VIADUCT.	NYSDOT	COMPLETED
XM9852	5 TO 7 BRIDGE REPAIR. REPLACE JOINTS, OVERLAY, AND BEARINGS	NYSDOT	COMPLETED
XM9904	CITYWIDE BRIDGE PAINTING ON THE STATE ARTERIAL NETWORK	NYSDOT	COMPLETED
XM9951	5 TO 7 BRIDGE REPAIR. REPLACE JOINTS, OVERLAY, AND BEARINGS. CONCRETE REPAIRS	NYSDOT	UNDER CONSTRUCTION
XM9952	5 TO 7 BRIDGE REPAIR. REPLACE JOINTS, OVERLAY, AND BEARINGS. CONCRETE REPAIRS	NYSDOT	UNDER CONSTRUCTION
XR9702	BRIDGE INTERIM AND BIENNIAL INSPECTION	NYSDOT	COMPLETED
XT1518	ENHANCEMENT BLOCK 98/99 FUNDS FOR FUTURE STPE	NYSDOT	DROPPED
XT1520	ENHANCEMENT BLOCK 00/01 FUNDS FOR FUTURE STPE	NYSDOT	DROPPED
XT1521	ENHANCEMENT BLOCK 01/02 FUNDS FOR FUTURE STPE	NYSDOT	DROPPED
XT1547	FFY 01 CMAQ TRANSFER TO MTA.	NYCTCC	OBLIGATED
XT1548	FFY 02 CMAQ TRANSFER TO MTA.	NYCTCC	OBLIGATED
XT1552	FFY 03 CMAQ TRANSFER TO MTA.	NYCTCC	OBLIGATED
XT1553	BLOCKED OUT FUNDS FOR FUTURE CMAQ PROJECTS	NYCTCC	OBLIGATED
XT1554	FFY 04 CMAQ TRANSFER TO MTA	NYCTCC	OBLIGATED
XT1557	FFY03 STPS BLOCK STPS FUNDS FOR FUTURE BIKE AND PEDESTRIAN PROJECTS	NYSDOT	DROPPED
XT1574	FFY 05/06 NYS CMAQ BLOCK	NYSDOT	DELETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
XT1583	ENHANCEMENT BLOCK FUNDS FOR FUTURE STP ENHANCEMENT PROJECTS CITYWIDE.	NYSDOT	DROPPED
XT1584	ENHANCEMENT BLOCK FUNDS FOR FUTURE STP ENHANCEMENT PROJECTS CITYWIDE	NYSDOT	DROPPED
XT1601	EVALUATE FEASIBILITY OF ADDITIONAL LANE WITHIN EXISTING ROW	NYSDOT	OBLIGATED
XT1602	PROVIDE IMPROVED CONNECTIONS FROM S/B HUTCHINSON PKWY AND PELHAM PKWY	NYSDOT	DELETED
XT1801	FFY 02 OOC BLOCK	NYSDOT	OBLIGATED
XT1802	FFY 03 OOC BLOCK	NYSDOT	OBLIGATED
XT1803	FFY 04 OOC BLOCK	NYSDOT	OBLIGATED
XT2001	TRANSFER OF STP FUNDS TO THE MTA	NYSDOT	OBLIGATED
XT2002	TRANSFER OF STP FUNDS TO THE MTA	NYSDOT	OBLIGATED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
CB05-5894	CAPITAL REVOLVING FUND: CAPITAL REVOLVING FUND: 2004	MTA - NYC TRANSIT	AWARDED 2004
CB06-5886	PROTECTIVE INSURANCE 2000-2004	MTA - NYC TRANSIT	DELETED
CB07-5887	EXCESS PROPERTY LOSS DEDUCTION	MTA - NYC TRANSIT	DELETED
CM03-5106	207TH STREET OVERHAUL SHOP REHABILITATION	MTA - NYC TRANSIT	PROGRAMMED
CM03-5293	REHAB CORONA MAINTENANCE SHOP	MTA - NYC TRANSIT	AWARDED 2003
CM09-3936	PURCHASE 150 NEW SUBWAY CARS	MTA - NYC TRANSIT	AWARDED 2001
CM09-5022	PURCHASE/REBUILD RT CARS: 660 B DIVISION CARS	MTA - NYC TRANSIT	AWARDED 2003
CM09-5023	PURCHASE 320 NEW SUBWAY CARS	MTA - NYC TRANSIT	AWARDED 2001
EN01-5189	CONSTRUCTION SUPPORT RESERVE	MTA - NYC TRANSIT	DELETED
EN01-6067	TEST PITS CONTRACTS	MTA - NYC TRANSIT	AWARDED 2003
EN01-6068	VALUE ENGINEERING SERVICES	MTA - NYC TRANSIT	AWARDED 2003
EN01-6076	MATERIAL INSPECTION/TESTING	MTA - NYC TRANSIT	AWARDED 2002
EN01-6094	MISCELLANEOUS ENGINEERING SERVICES 2004	MTA - NYC TRANSIT	AWARDED 2004
EN05-6047	SCOPE DEVELOPMENT 2004	MTA - NYC TRANSIT	AWARDED 2004
EN12-5304	YARD REHAB A&B DIVISION: NEW YARD, PHASE 1	MTA - NYC TRANSIT	AWARDED 2004
FS01-5912	REPLACE RUBBER-TIRED VEHICLES	MTA - NYC TRANSIT	AWARDED 2005
G409-0201	NETWORK EXPANSION: SECOND AVENUE SUBWAY	MTA - NYC TRANSIT	PROGRAMMED
G409-0202	NETWORK EXPANSION: SECOND AVENUE SUBWAY	MTA - NYC TRANSIT	PROGRAMMED
G409-0203	NETWORK EXPANSION: SECOND AVENUE SUBWAY	MTA - NYC TRANSIT	PROGRAMMED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
G412-0202	FINISHES FOR THE NEW SOUTH FERRY STATION	MTA - NYC TRANSIT	PROGRAMMED
MW10-1373	CONVERT 40 REDBIRDS:RIDER/TRANSITION CAR	MTA - NYC TRANSIT	AWARDED 2004
MW10-1374	PURCHASE 12 CRANE CARS	MTA - NYC TRANSIT	AWARDED 2004
MW10-2021	PURCHASE 9 LOCOMOTIVES	MTA - NYC TRANSIT	AWARDED 2005
MW10-5617	WORK TRAINS: PURCHASE 16 CWR HANDLERS	MTA - NYC TRANSIT	AWARDED 2005
MW10-5618	PURCHASE 20 FLAT CARS	MTA - NYC TRANSIT	DELETED
MW10-5619	CONVERT 9 REACH CARS	MTA - NYC TRANSIT	PROGRAMMED
MW12-5827	WATER CONDITION REMEDY (2004)	MTA - NYC TRANSIT	AWARDED 2004
MW17-5969	ATM NETWORK SYSTEM: B DIVISION	MTA - NYC TRANSIT	AWARDED 2005
MW18-3784	TUNNEL LIGHTING REHAB - CLARK STREET TUBE	MTA - NYC TRANSIT	PROGRAMMED
MW18-4296	TUNNEL LIGHTING: BOWLING GREEN-BKLYN BR, LEX	MTA - NYC TRANSIT	PROGRAMMED
MW18-6612	TUNNEL LIGHTING: CRANBERRY JUNCT-CHAMBERS ST	MTA - NYC TRANSIT	PROGRAMMED
MW19-5065	PUMPS: 10 LOCATIONS, QUEENS BOULEVARD LINE	MTA - NYC TRANSIT	PROGRAMMED
MW22-6756	REHABILITATION: 50 EMERGENCY EXITS	MTA - NYC TRANSIT	AWARDED 2005
MW24-5931	VENTILATION FACILITIES REHAB: ROCKWELL PLACE - FULTON ST LINE	MTA - NYC TRANSIT	AWARDED 2005
MW24-5932	VENT FACILITIES: 5 LOCATIONS/6TH AVENUE	MTA - NYC TRANSIT	PROGRAMMED
MW25-6624	REPLACE TRACTION POWER CABLES, CRANBERRY TUBE	MTA - NYC TRANSIT	PROGRAMMED
MW26-5810	IN-HOUSE TRACK (2004)	MTA - NYC TRANSIT	AWARDED 2004
MW26-5811	TRACK FORCE ACCOUNT (2004)	MTA - NYC TRANSIT	AWARDED 2004
MW26-6371	MAINLINE TRACK REHAB PROGRAM 2005	MTA - NYC TRANSIT	AWARDED 2005
MW28-6375	REPLACE 36 SWITCHES IN HOUSE: 2005	MTA - NYC TRANSIT	AWARDED 2005
MW28-5814	MAINLINE SWITCH REPLACEMENT IN-HOUSE 2004	MTA - NYC TRANSIT	AWARDED 2003
MW38-5090	SIG SYS MODERN: CONCOURSE FIXED BLOCK SIGNALS	MTA - NYC TRANSIT	AWARDED 2003
MW38-5868	SIGNAL SYSTEMS: TIMES SQUARE TO HUNTER POINT AVE - FLUSHING LN	MTA - NYC TRANSIT	AWARDED 2004
MW38-5868	SIGNAL SYSTEMS: QUEENSBOROUGH PLAZA INTERLOCKING-FLS	MTA - NYC TRANSIT	AWARDED 2004
MW38-6584	JEROME LINE MIDDLE TRACK SIGNALIZATION	MTA - NYC TRANSIT	PROGRAMMED
MW44-6744	WELDED RAIL: WELDED RAIL PROGRAM 2005	MTA - NYC TRANSIT	AWARDED 2005
MW46-5837	IN-HOUSE YARD TRACK : 2004	MTA - NYC TRANSIT	AWARDED 2004
MW46-6377	YARD TRACK REHAB 2005	MTA - NYC TRANSIT	AWARDED 2005
MW50-5914	SUBWAY TUNNEL REHABILITATION - JORALEMON TUBE	MTA - NYC TRANSIT	PROGRAMMED
MW51-5840	IN-HOUSE YARD SWITCH REPLACEMENT: 2004	MTA - NYC TRANSIT	AWARDED 2004
MW51-6379	YARD TRACK SWITCHES: REPLACE 20 YARD SWITCHES: 2005	MTA - NYC TRANSIT	AWARDED 2005
MW57-5490	CHAMBERS STREET STATION EMPLOYEE FACILITIES	MTA - NYC TRANSIT	DELETED
MW57-5502	EMPLOYEE FACILITIES: E-180 STREET WP RD	MTA - NYC TRANSIT	DELETED

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
MW57-5846	59TH ST COLUMBUS CIRCLE, EMPLOYEE FACILITIES	MTA - NYC TRANSIT	PROGRAMMED
MW57-5895	EMPLOYEE FACILITIES: PARSONS BLVD ARCHER AVE	MTA - NYC TRANSIT	DELETED
MW57-5938	EMPLOYEE FACILITIES: DEKALB AVE, 4TH AVENUE	MTA - NYC TRANSIT	AWARDED 2005
MW57-6030	EMPLOYEE FACILITIES: 168TH STREET 8TH AVENUE	MTA - NYC TRANSIT	DELETED
N515-2005	NETWORK EXPANSION: SECOND AVENUE SUBWAY 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
N515-2006	NETWORK EXPANSION: SECOND AVENUE SUBWAY 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
PW09-5901	REHAB CLIFF STREET SUBSTATION, 8TH AVENUE IND	MTA - NYC TRANSIT	PROGRAMMED
PW09-6012	REHABILITATION OF THE GREENWICH SUBSTATION	MTA - NYC TRANSIT	PROGRAMMED
RC10-6096	MVM COMMUNICATION PHASE 2	MTA - NYC TRANSIT	DELETED
SF01-4589	BUS LOCATOR SYSTEM: SM/CIS	MTA - NYC TRANSIT	PROGRAMMED
SF02-5879		MTA - NYC TRANSIT	DELETED
SF04-5351	DEPOT EQUIP: PAINT BOOTH EMISSIONS MONITOR	MTA - NYC TRANSIT	PROGRAMMED
SF06-4027	GRAND AV FACILITY (NEW DEPOT & CMF II)	MTA - NYC TRANSIT	AWARDED 2004
SF06-6107	CHARLESTON ANNEX: SITE CLEARING AND FENCE INSTALLATION	MTA - NYC TRANSIT	AWARDED 2004
SF06-6326	DEPOT REHAB: CNG PREP ADDITIONAL LOCATIONS	MTA - NYC TRANSIT	DELETED
SF06-6327	VEHICLE EMISSIONS TESTING LAB	MTA - NYC TRANSIT	DEFERRED
SF06-6447	SMCIS DEMONSTRATION PHASE	MTA - NYC TRANSIT	AWARDED 2004
SF06-6550	DEPOT REHAB: PARKING EXPANSION ENY DEPOT	MTA - NYC TRANSIT	DELETED
SIRTOA05	SIRTOA 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
SIRTOA06	SIRTOA 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
SS02-5942	ASBESTOS ABATEMENT PRIORITY VI	MTA - NYC TRANSIT	PROGRAMMED
SS03-6608	MANHATTANVILLE UST FLEX CONNECTORS	MTA - NYC TRANSIT	AWARDED 2004
SS04-5951	YARD HYDRANT SYSTEMS	MTA - NYC TRANSIT	PROGRAMMED
ST01-5846	MISC: STATIONS: COLUMBUS CR MULTI-PARTY STATION PREP WRK	MTA - NYC TRANSIT	AWARDED 2003
ST02-5740	IMPROVE TIMES SQUARE COMPLEX PHASE 2	MTA - NYC TRANSIT	PROGRAMMED
ST04-5490	ADA: CHAMBERS ST, BDWY/7TH AVE	MTA - NYC TRANSIT	PROGRAMMED
ST04-5503	ADA: MYRTLE-WYCKOFF COMPLEX	MTA - NYC TRANSIT	AWARDED 2004
ST04-5740	ADA: TIMES SQUARE COMPLEX	MTA - NYC TRANSIT	AWARDED 2003
ST04-5846	ADA: 59TH STREET COLUMBUS CIRCLE	MTA - NYC TRANSIT	PROGRAMMED
ST04-5909	ELEVATOR ACCESSIBILITY TO 135TH ST. STATION	MTA - NYC TRANSIT	AWARDED 2005
ST04-6347	ADA: KINGS HIGHWAY/BRT	MTA - NYC TRANSIT	PROGRAMMED
ST04-6490	ADA: BOWLING GREEN STATION	MTA - NYC TRANSIT	PROGRAMMED
ST07-4612	STATION REHAB: MYRTLE AVENUE: CANARSIE LINE	MTA - NYC TRANSIT	AWARDED 2004
ST07-4907	STATION IMPROVEMENTS: ROOSEVELT AVE, QBL	MTA - NYC TRANSIT	AWARDED 2003
ST07-5489	STATION REHAB: 183RD STREET: JEROME AVENUE LINE	MTA - NYC TRANSIT	AWARDED 2004

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
ST07-5490	CHAMBERS ST. B'WY/7TH AVE LN STATION REHAB	MTA - NYC TRANSIT	PROGRAMMED
ST07-5493	STATION REHAB: BURNSIDE AV: JEROME AV LINE - IRT	MTA - NYC TRANSIT	AWARDED 2004
ST07-5504	STATION IMPROVEMENTS: AVENUE M, BRIGHTON LN	MTA - NYC TRANSIT	PROGRAMMED
ST07-5507	STATION IMPROVEMENTS: NECK ROAD, BRIGHTON	MTA - NYC TRANSIT	PROGRAMMED
ST07-5510	STATION IMPROVEMENTS: AVENUE H, BRIGHTON	MTA - NYC TRANSIT	PROGRAMMED
ST07-5511	STATION IMPROVEMENTS: AVENUE J, BRIGHTON LN	MTA - NYC TRANSIT	PROGRAMMED
ST07-5512	STATION IMPROVEMENTS: AVENUE U, BRIGHTON LN	MTA - NYC TRANSIT	PROGRAMMED
ST07-5518	STATION IMPROVEMENTS: MOSHOLU PARKWAY JER	MTA - NYC TRANSIT	PROGRAMMED
ST07-5519	STATION REHAB: BEDFORD PARK BLVD: JEROME AVENUE LINE	MTA - NYC TRANSIT	AWARDED 2004
ST07-5520	STATION REHAB: KINGSBRIDGE ROAD: JEROME AVENUE LINE	MTA - NYC TRANSIT	AWARDED 2004
ST07-5834	STATION CONDITION SURVEY	MTA - NYC TRANSIT	DELETED
ST07-5845	59TH STREET COLUMBUS CIRCLE STATION REHAB-IRT	MTA - NYC TRANSIT	PROGRAMMED
ST07-5846	59TH STREET COLUMBUS CIRCLE STATION REHAB-IND	MTA - NYC TRANSIT	PROGRAMMED
ST07-6000	STATION REHAB : ALABAMA AVENUE: JAMAICA LINE-BMT	MTA - NYC TRANSIT	AWARDED 2005
ST07-6001	STATION REHAB: VAN SICLEN AVENUE: JAMAICA LINE-BMT	MTA - NYC TRANSIT	AWARDED 2005
ST07-6002	STATION REHAB: CLEVELAND STREET: JAMAICA LINE-BMT	MTA - NYC TRANSIT	AWARDED 2005
ST07-6003	STATION REHAB: NORWOOD AVENUE: JAMAICA LINE-BMT	MTA - NYC TRANSIT	AWARDED 2005
ST07-6004	STATION REHAB: CRESCENT STREET: JAMAICA LINE-BMT	MTA - NYC TRANSIT	AWARDED 2005
ST07-6381	STATION IMPROVEMENT:BEACH 116TH ST/ROCKAWAY	MTA - NYC TRANSIT	PROGRAMMED
ST09-6723	MYRTLE/WYCKOFF STATION INTERMODAL IMPROVEMENT	MTA - NYC TRANSIT	PROGRAMMED
ST12-4248	PUBLIC ADDRESS/CUSTOMER INFO SYSTEMS: PA/CIS: 156 STATIONS-IRT	MTA - NYC TRANSIT	AWARDED 2003
ST15-5242	STRUCTURAL REMEDIATION: KINGS HIGHWAY, BRT	MTA - NYC TRANSIT	PROGRAMMED
ST15-5844	STRUCTURAL REMEDIATION: FOLEY SQUARE	MTA - NYC TRANSIT	AWARDED 1999
ST15-6009	STRUCTURAL REMEDIATION: CHAMBERS STREET, NAS	MTA - NYC TRANSIT	DELETED
ST15-6104	PLATFORM TOPPING 4 STATIONS, BRT	MTA - NYC TRANSIT	PROGRAMMED
ST15-6491	BOWLING GREEN STATION STREET ENTRANCE CANOPY	MTA - NYC TRANSIT	PROGRAMMED
ST15-6511	STATION STRUC REMED: NEWKIRK AVE DECK REPLACE	MTA - NYC TRANSIT	PROGRAMMED
ST19-6088	STATION NORMAL REPLACEMENT: 231ST STREET: BROADWAY/7TH AV LINE	MTA - NYC TRANSIT	AWARDED 2004
ST19-6646	WALL STREET, LEX AVE, NORMAL REPLACEMENT	MTA - NYC TRANSIT	PROGRAMMED
TR01-6591	AUXILARLY RAIL CONTROL CENTER	MTA - NYC TRANSIT	PROGRAMMED
TR05-6606	REPLACE 7000 HANDHELD RADIOS	MTA - NYC TRANSIT	AWARDED 2004
T501-2005	NEW RAIL CARS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T501-2006	NEW RAIL CARS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T503-2005	BUSES 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T503-2006	BUSES 2006	MTA - NYC TRANSIT	BLOCK FOR 2006

PIN	PROJECT NAME (NYCTCC)	SPONSOR	PROJECT STATUS
T504-2005	PASSENGER STATIONS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T504-2006	PASSENGER STATIONS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T505-2005	TRACK 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T505-2006	TRACK 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T506-2005	LINE EQUIPMENT 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T506-2006	LINE EQUIPMENT 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T507-2005	LINE STRUCTURES 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T507-2006	LINE STRUCTURES 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T508-2005	SIGNALS AND COMMUNICATION 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T508-2006	SIGNALS AND COMMUNICATIONS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T509-2005	POWER 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T509-2006	POWER 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T510-2005	SHOPS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T510-2006	SHOPS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T511-2005	YARDS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T511-2006	YARDS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T512-2005	DEPOTS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T512-2006	DEPOTS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T513-2005	SERVICE VEHICLES 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T513-2006	SERVICE VEHICLES 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T514-2005	SECURITY 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T514-2006	SECURITY 2006	MTA - NYC TRANSIT	BLOCK FOR 2006
T516-2005	MICELLANEOUS 2005	MTA - NYC TRANSIT	BLOCK FOR 2005
T516-2006	MICELLANEOUS 2006	MTA - NYC TRANSIT	BLOCK FOR 2006

Appendix D – Summary of Comments & Responses

Public Review Meeting: April 26, 2005
New York Metropolitan Transportation Council (NYMTC) Offices
199 Water Street, NY, NY 10038

1. Comment:

What do the acronyms LOC, SDF, STP, and HBRR in the fund source section of the TIP listings mean?

Response:

LOC – Local government, authority, or public corporation funding.

SDF – State Dedicated Fund source that is generated through a state gasoline tax and is for projects throughout the state.

STP – Surface Transportation Program Funds.

HBRR – Highway Bridge Replacement and Rehabilitation Program: A formula based program for the repair or replacement of deficient highway bridges on Federal-aid highway and some road that are generally not eligible for Federal-aid. Referred to the section “How to read TIP” and Appendix A of the document, which includes a glossary of terms and a table of fund source codes.

2. Comment:

How does Harlem River Drive Project address Context Sensitive Solutions? Does this project meet Context Sensitive Solutions? Is this an EJ project?

Response:

This project is not a quality of life type project. Not every project meets all goals. The project is primarily a rehabilitation that is being undertaken for safety considerations. The project would also result in enhanced connections to proposed parklands along waterfront.

3. Comment:

We need meetings on Harlem River Drive Project and we want to see alternatives. You need to have meetings not only with community members, but also with the Community Board. We feel the community was ignored and disrespected. We were never presented alternatives of this project. Air pollution and noise are our main concerns.

Response:

There are significant traffic delays in the area and those delays are contributing to pollution in the area. Idling only increases pollution. Our goal is to solve problems not to add to it.

The Environmental Assessment and the Design Report will include details including traffic analysis and a review of social, economic, and environmental conditions – including air quality, noise, water quality, open space recreation facilities, etc. These

reports will be available in preliminary formats in June 2005, and will be shared with all stakeholders including the Community Board and residents.

Every federally funded project requires proactive and continuing public and community involvement. NYCDOT follows federal requirements for communicating with communities and Community Boards and has held several meetings with Community Board 11 concerning this project in the last several years. The project is not scheduled for construction until 2012 and the community will have many opportunities to comment on this project.

4. Comment:

Viaduct replacement and “Flyover” should be considered as two separate projects. Community needs a ped/bike path on Harlem River Drive as it is on Rt.9A. and the community also wants to connect northern and southern parts of the park with bike path. Is there Willis Ave. Bridge Project in the TIP?

Response:

CDOT is in the process of putting information and design report together and soon will setting up the meetings with communities to present all available information and to discuss all concerns, issues and possible alternatives. Willis Avenue Bridge is on page 4-35 of the Draft TIP.

5. Comment:

Expansion of ferry services to different areas in the region should be considered. What is the status of RFP for the JFK ferry?

Response:

Private passenger ferry ridership surged after 9/11, demonstrating the services' value as a means of quickly restoring disrupted commuting links. Agencies currently are working together to stabilize and expand ferry services to address ongoing regional mobility needs.

The Port Authority continues to support expansion of passenger ferry services in cooperation with other agencies and local governments in New York and New Jersey. The Port Authority is building off-site an enlarged World Financial Center terminal and partnering w/ NJ Transit to restore the historic ferry slips at the Hoboken terminal.

NYCDOT has worked to enhance of private ferry terminals and landside access in various locations, including improvements at the following locations:

- Brooklyn Army Terminal - Park 'n' Sail;
- Slip 7 of St. George Terminal (Staten Island);
- E. 34th landing reconstruction and bus access to terminal - Manhattan;
- Pier 11 (Wall St.) - Manhattan;
- Yankee Stadium Ferry Landing - Bronx; Pier 79 (W. 39th St.) - West Midtown Terminal - Manhattan;
- E. 90th St. landing reconstruction - Manhattan;

- Slip 5 - Battery Maritime Bldg. - Manhattan.

The Long Island Sound Ferry Coalition (LISFC) was established because agencies on both the Connecticut and New York sides of the Sound felt that ferries could, and should, play an important role in the regional transportation network. LISFC provides a cooperative regional framework for planning, implementing, and promoting improvements to the operation of ferry services on Long Island Sound and its tributaries, including the lower Connecticut River, Peconic Bay and the Upper East River. Launched in February 2002, the Long Island Sound Waterborne Transportation Plan project (Waterborne Plan) is exploring the potential for expanding the use of the Long Island Sound and its tributaries for waterborne passenger and freight transportation.

In our Hudson Valley area, the Haverstraw-Ossining Ferry continues. Also shown on the TIP are Ferry Boat Discretionary funds for the landside and leasing of equipment, purchase ferry boats for the Haverstraw/Yonkers to Lower Manhattan Ferry. An additional ferry service between Dutchess and Orange County in the cities of Newburgh and Beacon is scheduled to start this year. Although not in our area, it serves Metro-North Commuters destined for New York City.

The Port Authority issued an RFP for a Manhattan-JFK service last year that did not attract any viable proposals. Renewed efforts to initiate a JFK service are expected.

6. Comment:

How new project can be added to the TIP?

What kind of projects can get federal funding and how to do it?

Response:

The TIP is updated every 2 years and during that time new projects are solicited for funding as part of a competitive process. Projects selected for funding are programmed on the TIP. In addition, in very limited situations a new project can be added to the TIP via amendment with a formal request from a member. However, the TIP is fiscally constrained by year and by fund source so the addition of any new project requires an offset from another project.

7. Comment:

What is the status of MTA Grade Crossing Elimination Project and Third Track on the main line?

Response:

The Long Island Rail Road is in the process of preparing an Environmental Impact Statement (EIS) for the Main Line Corridor Improvements in accordance with NEPA which will include looking at the grade crossings. The process includes ample opportunity for public input during the scoping process which begins next month with scoping meetings on 6/14, 6/16, and 6/21. A Notice of Intent recently appeared in the Federal Register.

**Public Comments Sent During the NYMTC Comment Period
April 1, 2005 – May 2, 2005**

8. Comments:

Thank you for our telephone conversation I wish to expand on some items:

- a. Parkway exemption for commercial vans and pickups which are weight restricted and low enough to fit underneath overpasses. This would rapidly ease overloads of traffic in the Van Wyck, LIE, BQE routes.
- b. Hellgate Bridge Metro North should study a hypotenuse route from Bronx-Westchester to Queens via Hellgate R.O.W. – with a stop adjacent to LAG airport (bus shuttle to airport) Woodside Station (connection to #7) – Jamaica Station (Air Train to JFK).
- c. Staten Island – across Narrows route to BMT at 69th St. Bay Ridge-with waiver of Federal rail restrictions on freight/commuter lines – we get greater utilization of this rail link in off-peak periods.
- d. Ferry service from Staten Island nonstop to W 42nd Street for transfer to Crosstown bus services – 42 St, 40, 57 Streets. This route should not carry cars-to increase speed with lesser weights-but carry greater passenger loads.

Responses:

- a. The Departments of Transportation are looking at smaller trucks on parkways. The highway law was changed several years ago to allow vans and pick-ups to register as non-commercial vehicles so they are now allowed. A number of years ago, a study was done by RPI that included a modeling analysis of trucks on the Belt and found that there were opportunities. In addition, and of great significance, NYC DOT began a pilot program one to two years ago to allow certain classes of trucks to use the Tri-Borough Bridge approach (Grand Central Parkway) between the Tri-Borough Bridge and the BQE. To date, the pilot has shown great promise. There are issues however; congestion (parkways are already congested) and community opposition as experienced in a recent study along the Belt Parkway in South Brooklyn.
- b. Hellgate Bridge - Comment was sent to MTA for their consideration.
- c. Staten Island - Comment was sent to MTA for their consideration.
- d. Approximately 60,000 people a day make trips on the Staten Island Ferry. Since July 4, 1997, the fare for passengers, which had been 50 cents for a round trip between St. George, Staten Island, and lower Manhattan, was eliminated. There are convenient connections to subway and bus routes serving Manhattan from the newly renovated Whitehall Ferry Terminal. Vehicles have not been allowed on

the ferry since September 11, 2001. Additional ferry improvements are noted in a question earlier in this section.

9. Comment:

It is time to revisit the concept of public transportation in rural areas. A bus route to connect western side of the Town of Kent with most of the population centers of nearby Carmel was developed and proposed. Unfortunately, it was denied because of reduced budget. Some mass transit consideration for the Town of Kent need to be included in Putnam County Transportation Improvement Program. This investment will address what will become a major problem of congestion and air quality if ignored.

Response:

The Town of Kent includes a very urbanized eastern half and a very rural western half. The eastern half (Lake Carmel) has a high population density, and is well served by hourly bus service from our PART bus system. The Western half is not served because the population density does not warrant such service. Fixed route service would be difficult to justify with low ridership, and high cost per passenger.

The Town of Kent did a survey recently that asked western Kent residents about bus service. The results indicated that the majority had no interest in bus service if it were available. Also the survey indicated that there was virtually no support for paying increased local taxes for bus service.

10. Comment:

Johnson Matthey fully supports the inclusion of monies in 2008 for NOx reducing diesel retrofit technology in the TIP. We believe that the use of diesel retrofit technology is one of the most effective use of monies, CMAQ monies included, in maintaining and attaining conformity. This is particularly true now that PM2.5 non-attainment has become an issue. In fact, Johnson Matthey believes that diesel engine retrofits for the purpose of reducing both NOx and PM should be substantially expanded.

Response:

It is relevant to your comment that FHWA has stated that diesel retrofit technology is eligible for Congestion Mitigation and Air Quality (CMAQ) funding. The Transportation Coordinating Committees are responsible for programming CMAQ funds on a periodic basis with application rounds announced and projects evaluated by the Mid-Hudson South TCC, the New York City TCC, and the Long Island TCC, in their respective areas. In addition, it is relevant to your proposal to call to your attention, the formation this September of the Clean Technology Group. It is expected that this group will develop recommendations for programs for reducing NOX and PM. You will receive an invitation to participate in this group in the near future.

Mid-Hudson South Public Comments and Responses

Comment #1 (Mr. Charles Roda, Mount Vernon): Serious consideration should be given to “Dollar Vans”, as they are known in NYC, for the entire Region. These are private vans that are registered with cities or counties, subject to rules and laws enforced by a taxi commission or a transportation department. They could pick up and discharge passengers along a designated route and on certain days and during certain hours. The rates would be determined by the Commission, and they could not compete with bus lines during scheduled times. For example, in Mt. Vernon, the 52 bus stops about 7:00 p.m. and doesn’t work on Sundays. The 55 bus stops at the last stop about 9:30 p.m. Private cabs have no fare competition, and are expensive for night and weekend workers and travelers. Please include in the record.

Response #1: The establishment of a system of “dollar vans” would compete with already established transit services and require a new organization to address the registration and inspection of such vehicles. These are actions which are not typically included in the TIP. Options are available to enable individual mobility during times when transit does not operate. The Westchester County’s SMART Commute program is available to provide information on carpooling, vanpooling and a new ride matching service known as Nurides. Please refer to the SMART Commute Website at www.westchestergov.com/smartcommute/.

Comments 2a thru 2k (Mr. Richard Loeb, New City):

Comment #2a: I would like to comment on Rockland/Regional transportation issues. Being a computer consultant, for the past 20 years I have essentially commuted everywhere, additionally I am an engineer, so I have a keen understanding of some of the challenges and shortcomings of our infrastructure. With the understanding of the volume of work required on your part, I will keep my comments as brief as possible, and in a list format. Please accept my comments:

Tappan Zee Bridge: A replacement bridge with a minimum of 5 lanes in each direction.

- The capacity for commuter rail – a MUST!
- There appears to be ample available space at the shore landings of the bridge. Numerous overpasses will have to be adjusted.

Keep the old bridge and make it a linear park, with attractions (music stands, etc)

- Have a trolley or light bus run up the middle of the park so people can randomly access the entire 3 mile length. Possibly involve private investment.

Rail: With the Tappan Zee Bridge options being explored, a rail component is rightfully being included. I must state that the rail component MUST involve a one-seat ride to Grand Central from Rockland County. There has been much politics and discussion of the rails from Rockland crossing Westchester and allowing a transfer to the north-south rail lines. This will not work. If you require a transfer, then the additional time and issues that the commuter will face will render that implementation useless. The additional time and hassle will tip the scale and not get people out of their cars. If you work late you will have to worry about catching 2 trains which are on reduced schedules. This will not work. There are forces in Westchester who once-again are only

seeing things from their viewpoint who are pushing for the cross county rail. A one-seat ride, will allow the ENTIRE Rockland/Orange region, and beyond, to access the city easily. Westchester already has 3 one-seat lines to Manhattan. Connecticut commuters are better served than NY State residents on the West side of the Hudson. Beyond a heavily populated Rockland, we have a rapidly growing Orange County, Stewart Airport, and casinos on the horizon. It is about time we too can get to Manhattan in a civilized way!

- Thruway-
I87/I287:
- A minimum of 5 lanes in each direction from Exit 8 in Westchester to the Garden State Parkway/Exit 14A.
 - A hill climbing lane is desperately needed climbing uphill in either direction from exit 12:
 - Eastbound Exit 12 to the crest of the hill after exit 11.
 - Westbound Exit 12 to the crest of the hill after the Palisades Pkwy.

Response #2a: The Tappan Zee Bridge / I-287 Corridor Study is in progress. Your suggestions have been forwarded to the Study Group for their consideration.

Comment #2b: Palisades Parkway - Renovation of the northern section from between exit 10/11 to Bear Mountain. This is a most urgent project. It has already been delayed numerous times. The danger of driving this road, evidenced by regular accidents and fatalities is convincing enough that this project is given #1 priority. The original funding for this project was diverted in an irresponsible way; we must make this happen NOW!

Response #2b: Palisades Parkway from Exit 10 to Route 202 is scheduled for 2010. Palisades Parkway Bridge over Route 202 will be let in 2005. From Route 202 to Bear Mountain will be scheduled relative to other reconstruction priorities in Region 8.

Comment #2c: 3 lanes from Exit 7 to Exit 10 - During the comment period prior to the renovation of the southern portion of the PIP, I suggested that the road take on a 3 lane configuration from exit 7 to exit 10, using no merge on ramps and exit only off ramps to begin and end the extra lane. This was not done, and today this is the most dangerous part of the drive from the city to Exit 11 (my exit). Let's even add on the idea for the future of an exit from the PIP to Route 304 in Bardonia.

Response #2c: The addition of a third lane in each direction from Town Line Road to North Middletown Road would improve traffic operations within that section. Traffic volumes would warrant widening from the New Jersey state line to at least North Middletown Road.

The Palisades Interstate Parkway is owned by the Palisades Interstate Park Commission and their approval is needed for any widening. The PIP Commission has not advocated changing the basic four lane section. Widening the Parkway would also encourage more use of single occupant vehicles for commuting, contrary to policy to reduce single occupancy vehicle use. Widening the Parkway would also be very expensive and incur opposition from people who live next to the Parkway and to groups who see it encouraging sprawling development in Rockland and Orange Counties.

Providing a northbound exit to Route 304 in Bardonia would be difficult because of the short distance between the Thruway and where Route 304 crosses over the Palisades Parkway. There is not enough distance between the ramp from the westbound Thruway to Route 304 to develop a long enough accel/decel lane to make the heavy weaving that would occur to the exit ramp to Route 304 work. To make it work the ramp would probably need to tie into Ludvigh Road in a highly developed area. It is doubtful there would be local support for this ramp given the impacts.

Comment #2d: Cross –Westchester Expressway - 4 lanes from the Thruway interchange to Exit 9/I-684: This road has just undergone a renovation all while planning for expanding this road is going on. I am dismayed that the renovation was done before a final expansion plan was completed, looks like twice the work to me. The 4 lanes in both directions “option” is the only one that will offer the carrying capacity needed.

Response #2d: The current reconstruction of I-287 was the result of a long process that took into consideration possible future improvements to the Tappan Zee Bridge and the addition of heavy rail or light rail to the corridor. The current project is a recommendation of the Governor’s I-287 Task Force that lead to the current Tappan Zee Major Investment Study effort. The I-287 project is being designed and constructed not to preclude any of the options that may arise from the Tappan Zee MIS.

I-287 needed work to rehabilitate its bridges and pavement and to address operational problems such as the interchange between the Thruway and I-287. The condition of the pavement and bridges was such that we could not afford to wait until the Tappan Zee MIS was completed to begin work, nor was it necessary to do so as the work on I-287 had independent utility. I-287 as a highway will not be changed drastically from the facility being built now as a result of the Tappan Zee MIS. Stage 3 of the I-287 reconstruction from Route 22 to Exit 8 through White Plains is to be under construction in 2006 and Stage 4 from Exit 8 to Route 120 in 2009. I-287 from Route 120 to I-95 will be resurfaced in 2007. The scheduled I-287 work should address most of the operational problems: I-87 interchange, Sprain Brook Parkway interchange, need to merge onto I-287 westbound between westbound entrance ramp from Route 100A to westbound exit ramp to the Sprain Brook Parkway, and Central Westchester Parkway to White Plains Avenue interchanges without the general addition of a fourth lane.

Comment #2e: Route 304 – Repaving - This road should be repaved in all the areas from Bardonia to Route 9W where the old concrete has been scarified. The pavement is smooth but it is very slippery and prone to skidding.

Response #2e: The following segments of Route 304 are scheduled to be repaved in 2006:

- Route 304: Demarest Mill Rd to Ludvigh Rd (Thruway - PIP area)
- Route 304: 1/10 mile north and south of Germonds Road
- Route 304: last ½ mile of Route 304 ending at Route 9W

Accident experience through 2002 (last year of available data) indicates that the percentage of wet pavement accidents is about average.

Comment #2f: Route 304 (4 lane to 2 lane merge north on Congers Road) - Route 304 has the 4 lane configuration ending just north of Congers Road (Rockland County Rte 80), this should be extended to have the 4 lane merge down to 2 lanes just north of Squadron Blvd. The shopping district of New City essentially ends at Squadron and the traffic on Rte 304 attests to that. The traffic patterns and needs change after Squadron, not Congers – this is about a half-mile difference, the room exists, this should not be a difficult task.

Response #2f: Traffic volumes between Main Street and Congers Road are 23,100 vehicles per day and between Congers Road and Route 9W are 14,600 vehicles per day. The 14,600 was counted north of Squadron so it is very possible that the volume change occurs at Squadron. We have not had concerns expressed about this location despite discussions with the Town of Clarkstown of other issues in this area. We will do further counts and investigate.

Comment #2g: Route 304 (Divider) - The undivided section of this road is heavily used and very dangerous. The undivided section from South Main Street/New City to Route 59 should be widened to include shoulders and a center divider. The shoulders and center median can even be the 2 or 3 foot type, but the current lack of a divider invites head-on collisions.

Response #2g: Route 304 is very developed in this area. Widening to add a median and even narrow shoulders would create impacts on adjacent properties that most would find unacceptable. Adding a median barrier without adding a wide median would prevent head-on collisions but it would also prevent left turns from Route 304 or onto Route 304 except at intersections. This would create operational difficulties at the intersections and many would find the lack of left turning access to/from their property unacceptable.

Comment #2h: Route 304 (Continuous realistic speed limit) - 45 MPH from New City to Nanuet. This is a multi-lane state highway. The 35MPH limit is ridiculous.

Response #2h: The 35 mph speed limit is the result of local requests to reduce the speed limit.

Comment #2j: Route 59 Westbound at Thruway Southbound Exit 14 - Route 59 heading westbound to the intersection for Grandview and the Thruway Southbound exit 14 on-ramp is a major bottleneck. The uphill incline inhibits easy traffic flow, and the traffic light seems to always be red for Route 59. An additional lane for right turns only onto the Southbound Thruway ramp starting just after the railroad trestle will help in a major way. When route 59 was (very nicely) rebuilt, all intersections had proper turn lanes. For some reason this right-turn was missed. We have a major state highway attempting to access an interstate highway, and there is no consideration for that – add a lane there.

Response #2j: Not having current turning counts available cannot determine if addition of a right turn lane on Route 59 would help the level of service significantly. When Route 59 was reconstructed would assume that the traffic projections and resulting level of service calculations did not indicate that a right turn lane was needed. Would need to take new counts and do capacity analysis to determine if it is the lack of a right turn lane or some other traffic move that is causing the problem.

Comment #2k: New Hempstead Road (Rockland County Route 80) - The project to widen New Hempstead Road from the Palisades Parkway to Route 304 must proceed. This must include a relocation of the strip mall at New Hempstead Road and Main Street, so New Hempstead Road can directly access Route 304.

The current project has been scaled back due to special interests and naysayers. I have spoken directly with Skip Vazetti, the Rockland County Highway Chief, and he is in favor of a full/continuous widening from the PIP to Route 304. It was the town of Clarkstown that complicated matters. Charles Holbrook who was the epicenter of opposition abruptly left office as Clarkstown Executive (I have my opinions on his reasoning...). Alexander Gromack is much more receptive to this plan. Federal funding has already been allocated to pay for the major portion of this project.

Drive on New Hempstead Road at any time, let alone rush-hour, and it can take you 30 minutes to go about 3 or 4 miles. The impact on the entire area is far more important than the moaning of those few dozen NIMBYs who elected on their own free will to buy a home on a major thoroughfare. Thank you for including my comments in hopefully making our area better. Please let me know if you need any more info, or if there is anything else I can do.

Response #2k: The Reconstruction of New Hempstead Road from the Palisades Interstate Parkway to NYS Route 304 is currently in the design phase. Construction is anticipated to begin in the spring of 2007.

From the Parkway to North Main Street the project will involve pavement and drainage replacement. West of Little Tor Road “multi-purpose shoulders” will be added to accommodate bicyclists and the occasional pedestrian. From Little Tor Road to North Main Street a new sidewalk will be constructed on the south side of New Hempstead Road. Turning lanes will be added throughout the project and intersection widening will be done at Little Tor Road to improve levels of service and safety. Also, the “S” curve at the County Clerks Office will be realigned both horizontally and vertically.

The project involved intensive public workshop sessions during the conceptual design phase to present alternatives and solicit input in order to determine what type of improvement was feasible and acceptable to the community. It was determined that the public did not want to see a new roadway directly connecting New Hempstead Road to Route 304. In response to public sentiment, and a Clarkstown Town Board Resolution the new roadway connection was dropped from the project and further consideration.

Comment #3 (Excerpts from Mayor Wassmer’s speech present at the public participation meeting): The Village of Haverstraw read into the record and submitted a six-page document. This is a summary of those comments, a copy of which is available upon request outlining concerns with the current situation at the intersection of Short Clove Road and Route 9W and the need for a bridge-overpass or grade separation. Reasons submitted in the document included:

- this intersection is a vital part of the evacuation route in the event of an Indian Point Nuclear Energy Center emergency;

- also, CSX Transportation currently operates 53 freight trains through this at-grade railroad crossing, thus blocking off all access to the Village except for limited access from West Haverstraw whenever the trains are stopped;
- this interchange also functions as the primary access corridor to the cross-Hudson commuter ferry;
- The interchange is also a necessary conduit for Tilcon New York, Inc., one of the Region's largest suppliers of construction aggregate materials and asphalt.
- The revitalization calls for the creation of 850 new residences and major public attractions such as an Inn & Conference Center, parks, restaurants, and a proposed Cable Car to High Tor Mountain. Concern regarding this intersection will grow as the volume of ordinary vehicular traffic continues to increase.

Response #3: Thank you for your comments on the situation at the intersection of the railroad and Short Clove Road. This project is currently under design and is shown on the Transportation Improvement Program with construction scheduled in FFY 2009.

Comment #4 (Mr. Maxx Dilley): Bike improvements seem to constitute a small minority of the planned transportation improvements. Yet the potential for improving the environment for bicycling in Rockland county and the Mid-Hudson South region is high. Since the MHS meeting last October I have carefully gone through the Hudson River Valley Greenway Trail Vision Plan, June 2004; Mid-Hudson South Region Bicycle and Pedestrian Master Plan, June 2001; Palisades Interstate Scenic Byway Management Plan and Trailway Corridor Study; Rockland County: River to Ridge, a Plan for the 21st Century, 2001; Town of Orangetown Comprehensive Plan, May 2003; and the Route 303 Sustainable Development Study, December 2002. These documents contain more than enough analysis to suggest that the MHS region and Rockland County could become a premier bicycling environment.

The above documents deal with a wide variety of planning and transportation issues, however, and it would be desirable to pull together from them a comprehensive vision specifically for bicycling. A start would be to simply extract and synthesize the bike-related elements already identified in them (I am working on this now). This synthesis could provide a basis for further discussing and defining the set of transportation improvements needed to achieve the specific objective of creating a safe bicycling environment, including for children.

Per Jim Rapoli's suggestion at the October MHS meeting, improvements at the local level that would be needed to achieve this larger vision could then be incorporated as addenda to each township's master plan. That would pave the way for securing the approvals and funds for designing and implementing the improvements that have been identified, involving the appropriate jurisdictions at multiple levels.

It would be good to get your reaction as to whether it is an accurate assessment of how things stand and the way forward. The above is very much an amateur impression of how things work.

With respect to the TIP itself, in Rockland County it is good to see the PIP trail in the mix (items 809355 and 809347). One key feature would be to have a bridge over route 303. Another is that it would be good if when the bridge is put in over Sparkill Creek on Oak Tree Road (875526)

that it be wide enough to include a bike lane. For the foreseeable future, Oak Tree Rd. from SBR 9 and from Tappan is a main feeder route to the south end of the PIP trail. Currently there is no shoulder on much of Oak Tree Rd. As the first segment of the PIP trail is built it would be desirable to have bike lanes along Oak Tree Road to create safe bike access to the south end of the trail.

I am not sure if the AQC: A12, Rehabilitation of the Rockland Lake River Trail and Dunderburg Mountain Trail, refers to rebuilding the washed out section of the trail between Nyack Beach and "Dutch town" in Haverstraw. In any case, repairing that section of trail has been identified as a priority by the Rockland Bicycling Club. One item that seemed promising in light of my comment above on proceeding according to a comprehensive strategy was item AQC: A102 for improvement for multi-county recreational trails. If this item were to create a block of resources for this purpose it could create flexibility for enacting a variety of trail enhancements according to an overall design. My feeling is that especially for children it is important to improve the rail trails as arteries to which to link on-street bike lanes to schools, libraries, shopping areas and other destinations. So that particular item is one that it would be interesting to know more about.

Response #4: Concerning your comment to have a bridge over Route 303, this is scheduled to be done as part of the existing project shown on the Transportation Improvement Program.

Concerning the comment about the Sparkill Creek on Oak Tree Toad, there are currently no bike lanes on Oak Tree. The bridge project is in design now. A sidewalk will be added over the entire length of the project. In addition, Rockland County will look at the possibility of wide shoulders to accommodate a bike lane.

The Rehabilitation of Rockland Lake River Trail does refer to the washed out section of the trail between Nyack beach and Haverstraw.

Your last comment concerns the multi-county recreation trails projects shown on the TIP. There are block projects which are essentially placeholders and any projects will be selected by the Federal Highway Administration.

Comment #5 (Mr. Michael Leifer): Improve traffic flow to get to Mass Transit, Metro North RR station in Tarrytown. This station serves a great number of Rockland and Orange and Westchester residents. Suggestions include, more EZPass Only lanes on the right hand lanes for people getting off at Tarrytown exit southbound. Or install another high speed lane in the right lane to help people get to the train quicker.

Better traffic on Broadway in Tarrytown during a.m. rush. Currently a policeman only slows things down dramatically.

Improve conditions at Tarrytown train station. The parking lot gets tons of puddles; station/staircases/platforms are all in disrepair and very run down.

And, last but not least, with the movable divider on the Tappan Zee Bridge could do a better managed to maximize traffic flow. For example, I believe it is four lanes south and three lanes

north in the a.m. commute. Why can't it be five and two during peak hours, the studies' numbers to support this exist. I think other County and State Officials have brought this up, people deserve to know.

And there are some trends like on Mondays mornings (southbound) and Friday evenings (northbound) were more aggressive and accurate lane divisions would be a huge elimination of accidents and traffic.

Response #5: There is currently one 5 MPH dedicated lane (Lane 2) on the right side of the plaza. During the morning peak period, this lane is approaching capacity in the 7AM to 8AM and 8AM to 9AM timeframe; however, no delays are encountered. It should be noted that the four staffed lanes adjacent to this lane also accept EZPass; however, vehicles must come to a stop before proceeding through the lane. We will review the feasibility of adding a second 5 MPH dedicated EZPass lane (Lane 3) on the right side of the plaza if demand for additional EZPass grows during those morning peak period hours.

The use of higher speed (greater than 5 MPH) dedicated EZPass lanes on the right side of the plaza are not feasible due to safety and operational issues. Toll collectors would have to cross these higher speed lanes to access the staffed lanes thus creating a potential safety problem. Higher speed traffic would also have to merge with slower traffic exiting the staffed and 5 MPH lanes while weaving traffic is destined for Exit 9 and all ten lanes funnel into two lanes on I-87 southbound heading toward Interchange 8.

Use of 5-2 configuration

The feasibility of using five southbound and two northbound lanes during the morning peak period has been reviewed. This configuration is not recommended for the following reasons:

- (1) The use of special barrier machines, which the Authority does not have, would be required.
- (2) The northbound traffic volumes, which are quite high and growing, require use of three lanes until at least 8:30 AM.
- (3) The number of lanes leading up to the Bridge would remain at four, thus limiting any improvement in traffic capacity in the corridor.
- (4) The ability to perform routine maintenance on the northbound lanes of the bridge would be limited with only two available lanes. Additionally, it would take well over one hour to move the barrier.

Concerning the comment about traffic on Broadway in Tarrytown and the policeman you indicate slows traffic down. The presence of a policeman at this location is local action likely implemented in order to protect pedestrians in the vicinity and children at the adjacent school, as well as to facilitate turning movements onto and off of Broadway. Such a concern is best addressed to municipal officials in Tarrytown.

Concerning your comment about conditions at the Tarrytown Station, the rehabilitation of the station building and station, including platforms, is scheduled in the Metro-North Railroad 2005-2009 Capital Program currently in front of the New York State Legislature for review. This

project was selected for selected for funding by the MHSTCC as part of the 2006-2010 TIP update and is shown in the Metro-North section on Page 5 with \$3.750M in funding.

Comment #6 (Excerpts of a letter submitted by Ed Vergano for the Town of Cortlandt):

Route 1 on the SDS Implementation Plan is not complete. Therefore the effects of some of the projects in the TIP are unknown. Many questions remain to be answered. What is the proposed scope of improvements to the Route 6/BMP interchange? Are the proposed improvements to this interchange required to accommodate additional truck traffic from Peekskill? Traffic on Baramore Hill (Route 6 near Lexington Avenue), congestion on Route 202 and at the Route 6/BMP interchange are major traffic concerns that must be discussed before projects in these sensitive areas are endorsed by Cortlandt.

Response #6: The Route 6 Bypass was not added to the TIP because: Neither the Town of Cortlandt nor Town of Yorktown submitted it as a project proposal. Each submitted other projects. In opinion of the NYSDOT, the concept was not developed enough to know what to put on the TIP. Awaiting a consensus of the study partners on what exactly is the project, a local road connection or some type of modification to Route 6. When there is agreement on a concept, that concept can be added to TIP. This appears to be similar to the position of the Town of Cortlandt as it is stated in the Town's letter, "are major traffic concerns that must be discussed before projects in these sensitive areas are endorsed by Cortlandt."

The Bear Mountain Parkway Extension was not added to the TIP because: It is a longer term solution that will require a substantial amount of time and money to advance through the environmental process. Given the limited staff and consultant resources of Region 8 it not practical at this time to advance this preliminary design effort. Would rather concentrate resources on projects that can be advanced more readily and that will produce substantial benefits as highlighted by the SDS such as Route 35/202: Pine Grove Court to Stoney Street, Route 35/202 at Lexington Avenue, Route 6/Bear Mountain Parkway interchange, Route 6 at Westbrook Drive, Route 35/202 at Lafayette and Conklin.

More information and discussion: There has been a continuing dialog through the SDS for years concerning potential projects to be advanced from the SDS. The projects added to the TIP are from the SDS and had general agreement that they were appropriate projects to be advanced. Projects on TIP are:

- 800400 BMP: Rte 9 to Rte 35/202
- 800402 BMP/Rte 6 Interchange
- 839096 Rte 6 @ Westbrook Drive
- 856116 Rte 35/202: Peekskill to TSP
- 851625 Rte 35/202 @ Lafayette & Conklin
- 851633 Rte 35/202 @ Lexington Ave
- 851634 Rte 35/202: Pine Grove Court to Stoney Street
- 804094 Rte 9: Bridges - Central Ave, Hudson, Requa, Rte 6

The SDS is in the process of being finalized with a meeting of the boards of the two Towns and the City which hopefully will result in agreement on some course of action. We believe the projects on the TIP are the ones that already have general consensus behind them. If a community has serious objections to a project they can have their concerns addressed during the development of the specific project.

Proposed scope of BMP/Route 6 Interchange project: It is to improve the operation of the interchange to facilitate the distribution of traffic bound for the Cortlandt Town Center to reduce traffic congestion on Route 6 in Mohegan Lake and truck traffic through downtown Peekskill. This was modeled as part of the SDS and shown to produce potential improvements in traffic flow. The ability to decrease truck traffic in downtown Peekskill depends on decisions by the City of Peekskill regarding the proposed expansion of truck use of the Bear Mountain Parkway which would also affect the design of the proposed Bear Mountain Parkway project from Route 9 to Route 35/202.

Comments #7 (Mr. Alex Saunders, as a verbal comment made at the Public Participation meeting): Governor's office vocal about public/private process about what should be done, what are commercially viable.

- NEPA regs – viable work plan be worked out, presented at time of DEIS.
- Public/private concept, market driven use infrastructure, be part of that analysis.
- Truck every 6 seconds, market like to ease truckers' journey.

If market does not support, one philosophy is cest la vie.

Response #7: The Tappan Zee Bridge / I-287 Corridor Study is in progress. Your suggestions have been forwarded to the Study Group for their consideration.

Comments #8(Verbal comment made by an unidentified participant at the public meeting):

TZB keeps periodically surfacing:

- Talked about rail, if do thing like this, impact all other projects, no one looking at overall system.
- Put off few years, cost go up, impact on developed area gets worse.
- Put ideas on map. Doesn't see a system plan for a rational transportation system in State. Doesn't see an overall system.

Response #8: The Tappan Zee Bridge / I287 Corridor Study is in progress. Your suggestions have been forwarded to the Study Group for their consideration.

One of the major products that must be developed by a Metropolitan Planning Organization is the Long Range Transportation Plan. The objective of the Transportation Plan is to look at the entire NYMTC Region and determine what transportation issues face the entire downstate New York region and ways to address these issues. It is anticipated that the new NYMTC Transportation Plan will be released for public review in April 1, 2005.

Comments #9 (Ms. Helene Leibowitz, as a verbal comment made at the public participation meeting): Can you move up Monsey Glen \$\$ for bike path to FFY 2006?

Response #9: The requested funds for preliminary design have been moved up to FFY 2006.

Nassau Suffolk Public Comments and Responses

N/STCC Public Review Meeting: March 9, 2005

Comment: A concern was raised regarding Homeland Security and the lack of projects in the TIP to address the issue.

Response: Security issues are addressed in project development – on a project by project basis. Member agencies expressed that the issue is of great concern and emphasized that appropriate measures are being taken to ensure a safe and secure transportation system.

Comment: How are the Congestion Mitigation Air Quality (CMAQ) projects rated?

Response: Fifty per cent of the rating is based on a calculation of the projected emission reduction benefit resulting from the project. Thirty per cent is based on projected congestion reduction, i.e. reduction of vehicles on the road and more specifically, single occupant vehicles. This is a ‘bang for the buck’ program, so the more emissions or vehicles reduced per dollars requested, the higher the rating. The last twenty per cent is based on external factors such as compliance with mandates, aesthetics, etc.

Comment: Is the Stewart Ave LIRR line to be re established?

Response: This issue is being looked at as part of the Nassau Hub Transportation Study.

Comment: What is the status of the Glen Cove ferry project?

Response: Funding for development of the Glen Cove Ferry Terminal is programmed in this TIP.

Comment: The members were urged to utilize private resources as well as the federal, state and local money.

Response: Although there are some projects listed that do combine private as well as public funds, it was duly noted that in the future it may become more of the norm.

Comment: How are the pavement needs determined? Is there an attrition cycle?

Response: Yes, there is an attrition factor applied within the pavement needs assessment model (PNAM) that is utilized for future needs projections.

Comment: Where are the five railroad grade crossing eliminations that are programmed in the TIP?

Response: They are in the area between Hicksville and Queens Village.

Comment: What are the LIRR communications improvements that are shown in the TIP?

Response: These improvements are in the area of passenger information systems on station platforms and in station buildings to give information regarding schedules, train to train transfers, etc.

Public Comments Sent During the TCC Comment Period

Comment (E-Mail): Please support the proposed bikeway extension from Bethpage to Syosset and the creation of the Robert Moses Bikeway. In this age of rising gasoline prices and unhealthy lifestyles, we need more places for traffic-free recreation on Long Island. I am sure if there were more bike trails on Long Island it would also increase tourism and economic growth, something the rest of the state seems to understand, but we here on LI have been slow to recognize.

Response: It has been duly noted.

Comment: The Village of Floral Park letter

Response: The LIRR is in the process of preparing an Environmental Impact Statement (EIS) for the Main Line Corridor Improvements project (no longer called Main Line Third Track) in accordance with NEPA. The process includes ample opportunity for public input during the scoping process which begins with meetings on June 14, 16 and 21, 2005. A notice of Intent (NOI) appeared in the Federal Register on May 6, providing information on the public meetings. Information is also available on the MTA and LIRR websites.

New York City Comments and Responses

NYCTCC Public Review Meeting: March 10, 2005

The meeting started with a brief introduction and overview of the FFY2006-2010 Preliminary Project Listings. The meeting was opened up to a Q&A session after the presentation of the program highlights by representatives of NYCDOT, NYSDOT, NYCDCP, MTA and PANYNJ.

Question #1

Roslyn Gillespie (1775 Houses): Will there be a method of tracking comments and community input on the reconstruction of the Harlem River Drive Viaduct and flyover (NYCDOT X071.48 Bridge)?

Uchenna Madu: Yes. NYMTC is required to respond to all questions and comments presented as part of the TIP's public review. This will be attached to the final program as an appendix.

Roslyn Gillespie's: Will the thousands of letters voicing opposition to the flyover project be included in the record?

Uchenna Madu: NYMTC would record and coordinate letters between the public and agencies.

Question #2

Robert Debiase: Voiced concern over the reconfiguration of the Korean War Veteran Parkway Terminus project (NYSDOT X349.13) which would bring traffic at grade creating a barrier between the Brookfield and Freshkill parks and limit access to bicyclists. Sought clarification on the process and wanted an opportunity to provide input into the process.

Peter King (New York State Department of Transportation): Responded by talking about NYSDOT's dialogue with Congressman Fossella on the project and how they were trying to achieve the least amount of disruptions with the large number of environmental problems that the agency was overcoming in reconfiguring the parkway. Peter recommended that Robert should send written comments to Uchenna Madu, who would follow up with him.

Jack Schmidt (New York City Department of City Planning): Department of City Planning is studying the Fresh Kills and Brookfield Parks and is examining pedestrian and bike path access to the parks.

Question #3

Tony Caserta (Inspecto, Inc): Who should he send his RFP to for an amphibious bus that Inspecto has developed? How can he get ramps installed for his amphibious vehicles in Manhattan, and the Kennedy and La Guardia airports?

Charles Ukegbu (New York City Department of Transportation) said that he should be contacted regarding the RFP and wanted to find out additional information on the current state of vehicle testing.

Tony Caserta said that the vehicle was running at 24 knots and they were working on getting it up to 30 knots. The 1/6 scale model was designed for 30 people and Inspecto was working on developing a 50 passenger model.

Question #4

Carolyn S. Konheim (Community Consulting Services on Preliminary Transportation Improvement Program NYC Transportation Coordinating Committee): Why was the Public Review Meeting billed as a review and not a presentation? She voiced concerns that there was not enough input from the community.

Uchenna Madu: The TIP has gone through a series of public input process which was discussed by Carl King. The public has had an opportunity to voice their opinions through these meetings and we are continuing to ask for your input and participation until the TIP is finalized.

Carolyn S. Konheim: Carolyn questioned Charles Ukegbu's statement on the use of the Downtown Brooklyn Traffic Calming Study (DBTCS) to build off as blue print. Ms. Konheim's main complaint was that the DBTCS was written before the rezoning of Downtown Brooklyn and it had not taken into account the additional traffic changes the zoning change would attract. Ms. Konheim also pointed out the increase in employment and how it figured into traffic demand. Lastly, she stated that subway cars should be refurbished and not discarded.

Charles Ukegbu responded by seeking clarification on what particular part of the blue print Ms. Konheim is concerned with. He mentioned that an earmark study would be out shortly which was proposing additional traffic calming through new signage and neck-downs. They were also exploring ways of rerouting truck traffic through the area. He also stated that all the current work build upon the most recent data available regarding employment and that the aim is to develop traffic and transportation plans that address emerging transportation needs in the community.

Question #5

Monique Jones (President, Tenant Association – 1775 Houses): voiced opposition to the flyover (NYCDOT X071.48 Bridge) and said that it would increase asthma in the area. Why is the project being imposed if it is so detrimental to the health of the community? The tenant association for 1775 Houses wants a moratorium on the project. Can the NYCDOT commit to a moratorium?

Charles Ukegbu: The NYCDOT cannot commit to a moratorium. NYCDOT has already initiated an Environmental Assessment (EA) that would examine the immediate and future potential impacts of the project on the environment. NYCDOT would work with the Community Boards and all stakeholders to respond to any questions raised by the EA. The results of the EA would determine whether it would be necessary to proceed to a full Environmental Impact Statement (EIS) as required by federal regulations. A moratorium at this stage would not be in the best interest of the community.

Question#6

James O'Shea: Wants a section of the Belt Parkway around Kennedy Field, which is a limited access highway, opened to all vehicles.

Peter King: While vehicles with commercial plates are prohibited from using Parkways, several years ago, NYS Motor Vehicles relaxed its restrictions on what kinds of vehicles can legally register as non-commercial. This relaxation included small panel and pick-up trucks. Thus, these vehicles can now use the parkways if they register as non-commercial. It should also be noted that City DOT currently allows some classes of commercial vehicles to use the GCP through Astoria. This pilot program has been successful to date and consideration is being given to expanding it to other parkways.

Gerry Bogacz: As part of the feedback from the South Brooklyn TIS, it was noted that the local community boards are opposed to highway conversion because they fear that, in the current state, there is not enough capacity to allow trucks on the road and the spill over would fall into their neighborhoods. The boards noted that if additional lanes were provided on the Shore Parkway, they would be receptive to considering the inclusion of trucks.

Question #7

Tony Caserta: With the increase in traffic demand, would it not make sense to have a multi-modal vehicle that can carry freight? Inspecto is developing an amphibious vehicle which can carry freight from Newark to New York City.

Charles Ukegbu: The City of New York has continued dialogue at various levels you're your company and we leave the doors open to further dialogue. If the suggestion is to use the inland waterways to the airports for freight access, there are a few bridges that must be traversed. What is the clearance for the vehicle?

Tony Caserta: They are designed for all river crossings.

Question #8

Richard Toussaint (Harlem River Park Taskforce): Why can't the DOT build a fenced pathway providing pedestrian access to the Harlem River waterfront? The path can be used during a period when the area is not under construction. The DOT has refused to consider this option.

Charles Ukegbu: This suggestion will be referred to the appropriate divisions for consideration.

Question #9

Tom Lunke (Harlem River Park Taskforce): Do you need the Parks Department approval for the flyover? (NYCDOT X071.48 Bridge) The Parks Department says that they will replace the 127th street overpass. Can the Parks Department provide a negative recommendation? Can the flyover be done separately from the overpass or do they have to be done together? Don't you need an EIS instead of an EIA for the project?

Charles Ukegbu: We will find out what additional dialogue has occurred with the Parks Department. But generally, it seems that there is no problem of coordination here. This is not a new project. There are significant traffic delays in the area and those delays are contributing to pollution in the area. Idling only increases pollution. Our goal is to solve problems, not to add to it.

Question #10

Tom Lunke: The flyover is not appropriate. It will only generate more pollution by increasing demand on the roadway. It will increase congestion, block residents view, and cast shadows. The project is linked to the Third Avenue Bridge project. How do you expect the community to grasp what is being done without a three-dimensional model? The community wants a full presentation. The four elected officials who are part of the coalition are not satisfied.

See additional response from NYCDOT for the answer to this comment.

Question #11

Attendee: What type of research was being done to evaluate air quality? Why have agencies not reached out to East Harlem?

Gerry Bogacz: Air analysis is being done regionally and locally. On a project level, air quality is measured and evaluated through the Environmental Impact Statements. In updating the Regional Transportation Plan (RTP), NYMTC had reached out to a number of population centers including Harlem to gather community input into the process.

Question #12

Attendee: Can you provide a list of individuals who attended the meeting in Harlem?

Gerry Bogacz: I can provide you further information. The information is also listed on NYMTC's website www.nymtc.org under programs

Public Comments Sent During the TCC Comment Period

Comment #1 (Ms Konheim): Consequently, to survive—and thrive, both Brooklyn and Queens need five primary things beyond the basics of a system that works:

- 1) *sufficient spare subway cars* to respond, as pledged, to the inevitable increase of demand by overhauling 100-200 R-32 subway cars, not junking them as planned, to expand the not-one-spare-car fleet that will increase by only 47 cars, even with new cars in 2008;
- 2) *facilitating Brooklyn and Queens access to the planned LIRR* to Lower Manhattan and JFK serving Brooklyn's most crowded corridor and eastern Queens and in Queens to the LIRR East Side Access, providing both lines with the riders needed to justify the costs;
- 3) *high quality, reliable bus service* to entice drivers out of their cars using bus tracking and radio systems (\$174 million in regional funding plan) and revamped bus routes;

Response #1 (MTA)

- NYC Transit developed its estimate of subway fleet size based on such factors as funding availability, loading and service guidelines that have been approved by the MTA board, condition of cars, capacity of the track and signal systems, and capacity of shops and yards for train storage and maintenance. The estimate also takes into consideration NYC Transit's recent fleet expansion; since 1997, NYC Transit's "A" Division fleet has increased by 230 cars, and its "B" Division fleet has increased by 212 cars.
- The alignment, mode and service levels of the Lower Manhattan to JFK/Long Island link are the subject of an environmental process which will begin this spring. The EIS will include an extensive public outreach effort. I urge you to participate.
- Service management and improved customer information are two overarching goals of the system-wide bus tracking system. In regards, to bus route structure, route revisions are regularly forwarded to the MTA Board for consideration when opportunities are identified to improve cost-effectiveness, convenience and connectivity.

Response #1 (PANYNJ):

2. PANYNJ is funding the Lower Manhattan Transit Link DEIS. The preliminary interagency feasibility study recognized the potential of the new commuter service to augment transit capacity in the Jamaica/downtown Brooklyn/Lower Manhattan corridor, especially if the proposed project includes a new East River tunnel. The scoping process for that DEIS will provide an opportunity for you and other stakeholders to suggest how this potential could be considered in the DEIS consistent with the LIRR commuter and JFK access objectives for this initiative.

Comment #2 (Ms Konheim):

4. Optimize road and sidewalk networks for best traffic flow and enhancement of pedestrian environment by testing comprehensive changes with a traffic network simulation model;
5. an agreement for dedicated transit revenues from tolling East River bridges and the 59th Street cordon, instituting the most effective way to unclog the approach roads to the bridges and increase vehicular capacity for Long Island City and Downtown Brooklyn development. The Manhattan portion of the revenues to be dedicated to a Second Avenue Subway that connects to Brooklyn and eventually to Bronx subway lines.

Response #2 (NYCDOT):

4. The City pursues initiatives that “optimize road and sidewalk networks for best traffic flow and enhancement of the pedestrian environment” in a number of locations and areas.

To name but a few:

- The Midtown *THRU* Streets Program is being monitored and fine-tuned to decrease vehicle travel time crosstown, while increasing pedestrian safety by prohibiting turning movements and implementing a number of intersection improvements.
- Enhanced pedestrian safety amenities in Times and Herald Squares has helped to rationalize two of the busiest intersections in the country.
- The Citywide Bus Rapid Transit Study looks to add a new transit mode in the City that will undergo extensive simulation prior to implementation of five demonstration corridors.

5. The City is not pursuing tolling of the 59th Street cordon or East River Bridges. However, NYCDOT’s Midtown Commercial Parking Program utilizes muni-meters with variable pricing for commercial vehicle parking during the day on east and westbound streets from 33rd Street to 59th Streets and from 2nd to 9th Avenues.

Comment #3 (Ms Konheim): There’s no framework for evaluating the projects. No analysis of land use trends or demographic forecasts. No definition of their transportation consequences. No statement of the need for or expected results of investments or how they interact. No prioritization on the assumption that they’re all fundable.

Response #3 (NYCTCC): Projects listed on the TIP undergo different project level planning stages, starting from the Initial Project Proposal, Expanded Project Proposal, Scoping to Design alternatives. In the course of these planning phases the projects would have been analyzed for statements of needs, cost benefit analysis, interagency coordination etc. Projects eventually selected for funding are based on the level of needs and priority to the region. They are prioritized based on different factors like sufficiency ratings, safety, etc. In the case of CMAQ program, projects were rated and ranked based on emissions savings per CMAQ dollars. Corridor studies such as the Staten Island Expressway MIS, Bronx MIS etc. use Land Use models and demographic data in their decision making process for determining alternatives.,

Comment #4 Ms Konheim: NYMTC's GIS, for which CCS laid the foundation, needs to include all agency capital projects in the planning stage and development in addition to transportation projects.

Response #4 (NYCTCC): NYMTC Staff with the member agencies are working on updating the TIP GIS. All projects with identifiable limits that are GIS code able will be shown. Locally funded projects not listed on the TIP may not be shown on the TIP GIS. We will strive at capturing all locally funded projects for the TIP purposes.

Comment #5 (Ms Konheim): Lack of a holistic approach undermines sustainable growth in Brooklyn and citywide. The most encouraging project title is CREATE A COORDINATED TRANSPORTATION MANAGEMENT PLAN TO ACCOMMODATE THE INCREASE IN TRAFFIC DUE TO THE ANTICIPATED DEVELOPMENT IN THE BROOKLYN CENTRAL BUSINESS DISTRICT.(X501.67, \$1.732 million over 4 years). It sounds like a better funded continuation of the ongoing \$500,000 Downtown Brooklyn Transportation Blueprint, one that might live up to the Transportation Commissioner's pledge of a comprehensive multi-modal, openly-developed plan. It suggests it might develop a traffic network model that builds in promised mitigation, updates traffic conditions and simulates options for all to see, e.g., changing hastily drawn Wagner-era street patterns to facilitate traffic flow while discouraging through-traffic on neighborhood streets (the thwarted goal of the Downtown Brooklyn Traffic Calming Study.)

Response #5 (NYCTCC): As you rightly stated the project "X501.67" was developed on the premise of the earmark funded Downtown Brooklyn Transportation Blue Print. NYCDOT in submitting the CMAQ application for this project alluded to the fact that the intention is to build upon previous works done. A copy of the CMAQ application can be obtained from the NYCTCC office on request.

Comment #6 (Ms Konheim): A major opportunity to improve pedestrian and cyclist access is the reconstruction of Tillary Street, especially at Adams Street, which doesn't appear to be in this TIP, but should, at least for coordination purposes. Another opportunity for a more pedestrian and bike friendly gateway to Brooklyn is a potential bike-ped ramp off the Brooklyn Bridge onto

Cadman Plaza East. This is being explored under an imminent CMAQ study and should be incorporated into TIP item although construction has been further postponed to 2010.

REHABILITATE BROOKLYN APPROACHES TO THE BROOKLYN BRIDGE
X751.06 (CONTRACT 6)

Response #6 (NYCTCC): It's true that the Tillary Street project is not listed on the TIP. It's also true that locally funded projects are listed for information purposes. This does not rule out the coordination process with other projects and agencies. The other project "X751.06" is deferred outside the TIP approval years and therefore will not be listed on the TIP at this time until the actual schedule is known.

Comment #7 (Ms Konheim): A chief priority is getting heavy trucks off local streets, especially critical to Brooklyn, which as we learned from the NYMTC Regional Freight Study, generates more truck activity than the other four boroughs put together. One way is to keep trucks on the highways, rather than forcing the biggest rigs off the BQE, because of inadequate height clearance under the Brooklyn Heights Promenade cantilever. Thus, a project which is very important to Downtown communities is:

BROOKLYN QUEENS EXPRESSWAY CANTILEVER RECONSTRUCTION AT
X730.56 SANDS AND ATLANTIC
Our concern is that \$10.85 million may not be enough to successfully eliminate this bottleneck.

Response #7 (NYSDOT): City and State DOT are currently exploring various approaches to addressing deficiencies at this location. City and State are most concerned with retaining the structural integrity of the 3-C and addressing other issues, such as clearance, connections to Downtown Brooklyn and the East River Bridge, etc., as is feasible).

Comment #8 (Ms Konheim): High Cost and High Potential of Transit Demand Well-Reasoned Investments. Of all the players in the TCC, NYC Transit has the best capability to provide the basis for their choices. They have a well-calibrated model of all the rapid transit links, market research, and more control over their right-of-way than any highway planner. It is the convergence of their 13 subway line that creates the de facto transit hub that makes Downtown Brooklyn possible. It is the existence of the L line and the feeder G line that has made the Greenpoint-Williamsburg phenomenon feasible. Yet, they play only a tacit role in most EISs, allowing transportation analysts for the developers, whether public or private, to get away with blithely pledging that NYCT will add service as demand emerge, when they know they have not one spare car in the B Division (the lettered lines) which dominate Brooklyn and no plans to expand the fleet beyond 47 A Division (numbered line) cars. In fact, NYCT plans to "replace" 912 cars, hundreds of which are perfectly serviceable. Thus, the most urgent omission in the TIP that must be rectified is adding funding to overhaul 100-200 of the most reliable cars, achieving another 15 years useful life at a cost of about \$3 million per car, or \$60 million for 200 cars.

Response #8 (MTA): Please see the response to Item #1 regarding the NYC Transit subway fleet size. In addition, NYC Transit’s Scheduled Maintenance System (SMS) dictates a comprehensive, preventative, maintenance cycle over a rail cars life. The transit car planning process optimizes the economic useful life of a subway car through the SMS Program combined with capital renewal investments. SMS has been successful in raising the mean distance between failures for NYCT rail cars to historic highs.

Comment #9 (Ms Konheim): \$60 million is the same as the cost for that icon of Downtown Brooklyn development investments, a 100 foot free transfer tunnel between the high volume Jay Street and the low volume Lawrence Street, TIP project ST09-5560. While Downtown leaders pride themselves on rescuing this item from oblivion, they might do better for Brooklyn riders to ask what they gave up and not wait until they’re crushed in overloaded trains to find they traded away sufficient subway cars. This is not to say that the companion projects, ST07-5235, rehabilitating the Jay Street station, and ST07-6338, to rehabilitate the dungeon-like Lawrence Street station, are not desirable, but none of these projects was even mentioned in the Downtown Brooklyn Rezoning EIS. Nevertheless, with or without the transfer tunnel, the Lawrence Street project is critical, but it will not expand the capacity of the narrow stairways and platform, making it questionable whether it’s wise or safe to encourage a deluge of transferring passengers.

Response #9 (MTA): It is expected that increased passenger traffic will result from a Jay Street-Lawrence Street passenger transfer. It is important to note that the station rehabilitation which includes the station reconfiguration will occur at the same time as the transfer connection project. Cost savings and reduction in inconvenience to passengers are benefits if the work is done at the same time. Both projects are presently in the TIP.

Comment #10 (Ms Konheim): If transfers between the two stations are important, they could be accelerated at virtually no cost. By offering a free “out of system transfer” (we call them “street transfers” in the Brooklyn Transit Agenda). Doing so would provide some sense of how many riders would take advantage of a physical connection. The only cost would be a simple exit encoding swipe machine that would permit free transfers only at designated stations, which would save NYCT reportedly considerable lost revenues at some stations where a much looser system is in operation. This would address the real reason that the MTA has resisted efforts by some elected officials to expand transfers between nearby but unconnected stations. In fact, the Brooklyn Transit Agenda points out 9 locations where street transfers would allow riders to improve the efficiency of the system. Most notable is the never restored connection between Livonia Avenue on the L and Junius Street on the #3 (destroyed by a fire years ago) which could divert in-bound L riders to the more direct #3 and relieve the severe crowding further down the line on the L and the #4 and A/C, partly due to transfers from the L. Transit priorities must have a strong relation to ridership.

Response #10 (MTA): Policy specific issues, such as NYC Transit fare policy regarding free out of system subway to subway transfers, are best addressed directly to the relevant agency.

Comment #11 (Ms Konheim): How are transit projects chosen? Without a comprehensive needs assessment like the Brooklyn Transit Agenda, which admittedly reflects riders’ perspectives, there’s no way to explain why the second lowest ridership line in Brooklyn, the Sea Beach line, gets \$200 million for six station upgrades. It can’t possibly be in worse condition than the New Lots Avenue line which carries twice as many passengers over comparable segments. The problems are so dire on the New Lots (the #3) that it even a grassroots #3 Train Improvement Committee that meets monthly and tries to find ingenious ways to respond to NYCT’s repeated rebuffs.

Response #11 (MTA): NYC Transit projects are chosen through a 20 year needs assessment process. You questioned why stations on the Sea Beach line were given priority over stations on the New Lots line. In brief, both stations are identified in the needs assessment as needing rehabilitation. The Sea Beach Line was assigned high priority because of more advanced deterioration of structural elements.

Comment #12 (Ms Konheim): Subways serve our Downtowns, but buses serve the boroughs. About half as many Brooklyn transit trips are by bus as by subway, over 720,000, about a third of the city’s riders. Yet Paris, with almost an identical population, land area, route miles, buses and bus stops gets nearly twice the bus ridership as Brooklyn. A large part of the reason is that bus service in Paris is reliable—none of the herds of buses that arrive after a half hour wait, which was the most frequent complaint of community boards across Brooklyn. They do it by GPS tracking of buses and radio communication with drivers to pace their arrivals, allowing them to digitally display at each bus stop the waiting times til the next bus on each route. Believe it or not, this TIP would provide for all of the tracking-radio system for the 2.4 million bus riders citywide for \$174 million. That’s about a 1,000 times more riders than on the Sea Beach line. And yet at a recent MTA board meeting, Katie Lapp singled out the bus tracking program as one of the first to be cut if the Governor does not fund the MTA Capital Plan. I have nothing against the Sea Beach riders, they just got a time-saving bonanza going back over the Manhattan Bridge. It just exemplifies why NYCT must make its decision-making more open and why two TIP items must be preserved:

RC01- PROVIDE GLOBAL POSITIONING SYSTEM (GPS) FOR REVENUE CONTROL
6737 VEHICLES.

SF03- DESIGN, INSTALLATION, AND IMPLEMENTATION OF A SYSTEM WIDE BUS
6567 RADIO SYSTEM.

Response #12 (MTA): NYC Transit evaluates projects that would increase the capacity, reliability and customer amenities of the existing transit network. These “system improvement” projects must be shown to be effective investments, with projected benefits outweighing capital and operating costs. The two projects you mention are included in this category and are presently in the TIP.

Comment #13 (Ms Konheim): There's one other system expansion, which regard as the project of the century, that the TIP is missing altogether—the extension of the LIRR to Lower Manhattan and, incidentally, to JFK. The response last year that 9/11 funded projects are outside the TIP is the very reason they should be included. Moreover, the MTA Capital Plan provides \$100,000 in the fifth year for this purpose. Congress, unfamiliar with NYC's TIP, must know how a new LIRR fits into the operations and needs of the entire system before they sign-off on the initial \$2 billion. They have to see this is not a vanity project. That by opening the service to riders in the most crowded transit corridor, the 4/5 and the A/C it is the only foreseeable way to provide the extra capacity to serve the growth of TWO CBDs: Downtown Brooklyn and Manhattan, and insure the continued 20% of the Manhattan labor pool that comes from Brooklyn. They need to know that Queens and Brooklyn subway riders will not only provide the peak period ridership to warrant the investment, but boost all day use which will increase the pay-off. And further, that by connecting the line to the Second Avenue Subway, provides the two-way ridership that makes the Second Avenue Subway feasible. In fact, the importance is evident to business leaders, championed by the Lower Manhattan business community and in a poll of Brooklyn Chamber of Commerce the LIRR project won the highest backing, 76%, of any initiatives to help business. The TIP needs to recognize this too.

Response #13 (MTA): The alignment, mode and service levels of the Lower Manhattan to JFK/Long Island link are the subject of an environmental process which will begin this Spring. Once the EIS begins, MTA will request that the study officially be added to the TIP.

Response #13 (PANYNJ): The referenced project is not missing from the TIP. Please refer to the final bullet in the PA capital program narrative, keyed to the PA's provision of funding & referencing inclusion of Downtown Brooklyn service as part of the concept recommended in the preliminary study.

Comment #14 (Charles Riley, Harlem River Park, The Community Association of the East Harlem Triangle, 142nd Street Block Association, Each One Teach One Inc., Division of Environmental Health Sciences, Mt. Sinai Hospital, Marcet Walcot, Nickech Rowell, Pat Andrews): Expressed the following concerns:

- The large elevated structure will promote dispersal of particulate.
- “Entrance ramp structure” and ensuing congestion will create a hotspot in asthma cases in the nearby park and public housing.
- Traffic will magnify the echo effect
- Visual barrier to the Harlem River Park
- Would alter the historic character of the Harlem River Drive
- Would reduce the real estate value of the local community

Comment #14a: Has the NYC Department of Transportation met with any local health care organizations, such as Mount Sinai, to discuss this plan?

Response (NYCDOT): The Department has not met with local health care organizations, such as Mount Sinai, to discuss this plan. It should be noted that this type of community liaison is not required during the preliminary plan development. However, as part of the preparation of the

Design Report (DR) / Environmental Assessment (EA), the City and or its representatives will schedule meetings with all concerned parties and organizations which may potentially be affected by the proposed work to discuss the plans and their concerns. Presently, preparation of the draft DR is approximately 40% complete. As soon as the draft document is complete and the City and State DOT have properly reviewed the document, we will set all required meetings with these organizations.

Comment #14b: Has the NYC DOT met with any local environmental organizations, such as West Harlem Environmental Action (WE ACT), to discuss this plan?

Response: The Department has held meetings with Community Board 11 which have been public meetings. Members of WEACT may have attended these meetings. It should be noted, however, that meetings with specific entities other than the Community Board are not required during the preliminary plan development. As we indicated under item 1 above, we will meet with all interested parties after the DR/EA has been completed and properly reviewed.

Comment #14c: Has the NYC DOT met with local community-based organizations or community-based coalitions, such as the Harlem River Park Task Force, to discuss this plan?

Response: The Department has met and presented the proposed project with members of Community Board 11 during the preliminary design phase. Also, NYCDOT received and replied to comments from the Harlem River Park Task Force in a letter dated May 25, 2004. This was followed up with a meeting with CB 11 on August 17, 2004, that included the Harlem River Park Task Force.

Comment #14d: Has the NYC DOT sponsored or held any town hall meetings or community-based forums to discuss this plan?

Response: Other than Community Board 11 meetings which are open to the public, the Department has not sponsored or held a town hall meetings or community-based forums to discuss this plan. However, during a meeting held with Community Board 11 to discuss the reconstruction of the Third Avenue Bridge Reconstruction in 2002, The Department was asked to make a presentation on the Harlem River Drive reconstruction. At this meeting, The Department made a PowerPoint presentation of the proposed project based on the developed preliminary plans. Typically, additional presentations are made to the local Community Board as part of the final design phase. This approach was to be taken on this project as part of the final design.

Comment #14e: Has the NYC DOT met with, or plan to meet with, locally elected officials such as Congressman Charles Rangel, State Assemblyman Keith Wright, NYC Councilman Phil Reed, NYC Councilman Bill Perkins, or Manhattan Borough President C. Virginia Fields, all of whom have expressed written opposition to this project?

Response: The Department has circulated the proposed project as part of the preliminary design phase (All Agency Review) to over 40 public and private agencies and has received and

incorporated comments and feedback from said parties. The Office of the Borough President, Virginia Fields received the preliminary plans.

Congressman Charles Rangel, State Assemblyman Keith Wright, NYC Councilman Phil Reed and Bill Perkins were not specifically contacted about this project; said persons typically do not review design drawings. Comments were received from said persons and were addressed by NYCDOT in a letter dated January 18, 2005.

Comment #14f: Will NYC DOT undertake a full Environmental Impact Study, not just an Environmental Assessment, as part of this plan; if not, why not?

Response: This project involves the reconstruction of a portion of the Harlem River Drive (HRD), including the southbound ramp to the drive from the Third Avenue Bridge, and the HRD viaduct over the 127th Street ramps. The project is primarily a rehabilitation that is being undertaken for safety considerations. It would correct some non-standard features and reconstruct the deteriorated HRD roadway in the project area. As presently envisioned, after considerable consultation with various agencies and the community, the project would also result in enhanced connections to proposed parklands along the waterfront. Although FHWA and NYSDOT determined that the project may qualify as a "Categorical Exclusion" under NEPA [CFR 711.117(a)] as a safety project, NYCDOT decided that they would proceed with the preparation of an "Environmental Assessment" (EA) with supporting documentation, to provide a more detailed understanding of the environmental consequences of the proposed project. It is not anticipated that the project would result in any significant long-term adverse impacts that would require mitigation. For these reasons, NYCDOT determined that an EA would be appropriate. If the environmental analysis undertaken for the project show that the project would result in significant long-term adverse impacts requiring mitigation, then an EIS would be prepared to address those impacts.

Comment #14a: Has the NYC DOT received or obtained (whether required or not) any written sign-offs or approval by Community Board 11 specifically with respect to the "Elevated Ramp Structure (Capital Project HBM 1027, BIN 2-23305-9)?"

Response: The Department has not received written sign off from Community Board 11. As we indicated under items 3& 4 above, we will meet with the CB after the DR/EA has been completed. As indicated in item 3, The Department has meet with Community Board 11 in the past to review the project.

Comment #15 (Transportation Alternatives): NYMTC & NYCTCC should make more efforts to break out and group hundreds of projects into issue oriented categories and explore the use of charts to make the program more user friendly.. For example, the Transportation Improvement Program should have a breakdown of all bicycling, walking, greenway, highway and bridge projects.

Response #15 (NYCTCC): The NYCTCC draft Project Listings are currently broken out into eleven Work types like Bridge, Reconstruction, Transit, Mobility etc. Full descriptions of the

Work types are attached as Appendix B in the draft document. Also funding breakdown by Work types and Boroughs were presented in the narrative session of the Program using Pie Charts. Notwithstanding NYCTCC/NYMTC staffs are always available to assist you with specific queries you may need.

Comment #16 (Transportation Alternatives): Transportation Alternatives strongly recommends that any funding granted to the Belt Parkway and bridge rehabilitation (NYCDOT, X021.52, 53, 54, 62, 68, 72) must include improvements to the adjacent greenway and bridge paths and restoration of 1930s era bicycle cloverleaves and underpasses that connect the bridge and greenway biking and walking paths to the shore. Finally Transportation Alternatives expressed strong support for the following projects: X026.05, X501.02, X501.48, X501.67, X501.00, X501.04, X501.45, X501.44, X501.49, X823.08, X500.57B, X501.06B, X501.46, X501.50 and X501.57.

Response #16 (NYCDOT): The Belt Parkway Bridge rehabilitation is designed to be compatible with any improvements to the adjacent greenway that NYCDPR will undertake.

Comment #17 (Pontiphian Division Inspecto, Inc): Requests the reopening of several approved projects by MTA, PANYNJ, NYSDOT, NYCDOT and NYCEDC to consider the use of the amphibious PONTIPHIAN as a traffic mitigating, environment enhancing, energy saving means to improve quality of life for NYC residents.

Response #17 (NYCTCC): Pontiphian's representatives have presented their concept to a number of transportation and planning agencies and local governments within the NYMTC region. The company is working on supportive analyses of its proposal that could lead to development of prototype vehicles. Modification of programmed TIP projects to accommodate these vehicles is premature. As the company can show progress in demonstrating the viability of the technology as well as potential market acceptance, it will be possible to evaluate the benefits and impacts of the various proposed transit and freight services, which could be considered on an individual basis based on specific proposed services.

Comment #18 (Chairman of the UCC IRT #3 Transit Committee): Suggestions to help the MTA see the benefits of reconstructing and opening The New Livonia Avenue FREE Fare Transfer Point

Response #18 (MTA): NYC Transit has examined this proposed transfer to determine its potential usage. A travel demand forecasting model was utilized to estimate the number of customers who would use this proposed transfer. This computer model identifies customers' origins and destinations and determines their likely travel path based on the travel time and transfer characteristics of different travel options. The proposed free transfer at Junius Street/Livonia Avenue does result in some interested subway ridership, but this estimated increase is significantly lower than at other new transfers being investigated and planned for construction at other locations within the NYC Transit subway system.

Comment #19 (INFORM - Juliet Burdelski Project Co-Director): I am Writing to express our strong support for the two projects that will provide funding for the purchase of alternative fuel vehicles in New York City: the New York City Private Fleet Alternative Fuel Program VI, which is listed at \$4M per year, and the New York City Department of Transportation municipal AFV fleet program, which is listed at \$4M per year. However, we would like NYMTC to consider increasing the funding for the municipal AFV fleet program to at least \$12M per year in order to facilitate implementation of proposed “Intro Bill 414” by the New York City Council.

Comment #20 (Homeland Energy - James A. Rogers, Senior Project Manager): As a member of the New York City Clean Cities Coalition and as an employee of a company involved in the alternative fuel vehicle market, I am writing to express our strong support for the two projects that will provide funding for the purchase of alternative fuel vehicles in New York City. The first is the New York City Private Fleet Alternative Fuel Program VI, which is listed at \$4M per year. The second is New York City’s Department of Transportation municipal AFV fleet program, which is budgeted at \$4M per year. However, we think NYMTC should consider increasing funding for the municipal AFV fleet program to at least \$12M per year in order to implement the goals of the proposed “Intro Bill 414” by the New York City Council.

Comment #21a (Metropolitan Waterfront Alliance - Carter Craft): We would like to ensure that the Public Trust Doctrine (which states that waterways and their banks belong to the public) should be held foremost in consideration when allocating public funding. Therefore, waterfront greenways and multiuse paths should be priority items, as they both allow the public access to waterfronts that have been critically neglected for decades, while providing all people an alternative means of transportation. We applaud those projects already included in the TIP and encourage further funding for projects throughout the region, such as along the Kill van Kull and the East and Harlem Rivers, the Brooklyn waterfront, Jamaica Bay and northern Queens.

Response (NYCTCC): Agencies such as Parks, City Planning, NYSDOT and NYCDOT have programs developed to address access to waterfronts. Funding for pedestrian/bike paths are prioritized as a major Transportation control measure in the State Implementation Plan for Congestion Mitigation Air Quality (CMAQ) funds. The policy of the program and agency in construction of these pedestrian/bike networks is to encourage less single occupancy vehicle (SOV) use and allow access along our waterfronts.

Comment #21b: Second, in order to realize the maximum potential for greenways already begun, we believe there should be a focus by public agencies on completing gap sites. Greenways such as those along the Hudson, East, Bronx and Harlem Rivers have been constructed piecemeal, forcing users to circumnavigate sites or otherwise choose less safe on-street alternatives. By helping to connect these sites, these greenways can better serve as alternative transportation routes, further easing congestion on our fragile highways and rails.

Response (NYCTCC): The network for pedestrians and bike users are on-going. There is an agency commitment to connect those gaps within the network if it is feasible. There are

constraints such as real estate, industrial and other uses near the waterfront. As these areas become redeveloped, there is a departmental emphasis on community access to waterfronts.

Comment #21c: Third, there has been much enthusiasm recently for better alternatives for accessing Kennedy and La Guardia Airports. Ferry services can be instituted quickly with minimal construction and disturbance. They are an excellent mode of transport to the airport, as they are not susceptible to traffic, can serve neighborhoods with a typically long and difficult trip to the airport and provide travelers with a scenic voyage to or from their flights. In addition, bicycle access should always be encouraged. Even in the case of new rails and tunnels being built to serve New York City's airports, ferries can be an extremely convenient interim means of serving these transport-lacking facilities.

Response (NYCTCC): The Long Island sound Waterborne Plan is currently studying the use of Ferries in the NYMTC region. There is interest in very service to ports in the Long Island sound to La Guardia. In addition, studies to implement ferry service to JFK from different sections of the New York area have also been studied.

Comment #21d: The metropolitan region needs a rational, regional plan for waterborne transportation. Regional entities such as the MTA or Port Authority need to play a more significant role in solving regional issues, particularly waterborne transit. Our greatest fear is that ferries are on a path to less and declining service, and that when we need our waterways in the future there will be no operating or physical infrastructure left. New York Harbor's ferries, the most used and complex system in the nation, need to be coordinated into a comprehensive system that will guarantee their utility and competitiveness.

Response (NYCTCC): The Long Island Waterborne plan is currently emphasizing utilization of the water resource for transportation of people and goods. Ferry's are a major part of the plan and their feasibility are being studied in several areas of the region. Agencies such as NYCDOT have very programs and access improvements to ferry landings. There are improved very boats that are also planned.

Comment #21e: We are very concerned about a proposed entrance ramp structure over the Harlem River Drive from 125th to 132nd Streets. First, East Harlem has some of the highest asthma rates in the county. By building the structure, exhaust and particulates would be able to travel farther into the community, thus increasing contamination. Second, "Each One Teach One Park" would be rendered virtually inaccessible and unusable by the community. Finally, Phase III of Harlem River Park would be left with a permanent shadow in the afternoon hours and sightlines to the waterfront would be completely blocked. This project should have a complete Environmental Impact Study completed instead of just the Environmental Assessment thus far completed. The NYC Department of Transportation needs to ensure that construction of the structure would benefit everyone, especially the residents of this underappreciated community. Again, thank you for the chance to comment on the TIP. Please do not hesitate to contact us with questions or concerns - we are happy to continue the conversation.

Response (NYCTCC): See Item #14

Comment #22a (Robert DeBiase): Question regarding PIN # X500.30 “ SI GREENBELT BIKE LOOP. This project appears on APPENDIX C with a disposition of OBLIGATED and an Obligation Date of March 1997. However, nothing visible has occurred on this project. I would like to know the current status of this project.

Response (NYCTCC): The project was developed by the New York City Department of Parks and NYS Department of Transportation. The project was to traverse the Greenbelt along the Willowbrook Park right-of-way. The project was reconsidered by political officials that wanted to preserve the Willowbrook Park right-of-way for future plans. The project is being rerouted from this location.

Comment #22b: Question regarding PIN # X550.31 “ AMUNDSEN TRAIL GREAT KILLS GREENBELT CONNECTOR. This project appears in December 10, 2004 project listing with a total funding of \$1.2 million for construction and an Obligation Date of 04/1999. Again, nothing visible has occurred on this project and I would like to know its current status.

Response (NYCTCC): The project from NYC Parks would go from Great Kills to a link with the Willowbrook Park right-of-way. Similar to PIN X500.30, the project limits are being revised to not interfere with the Willowbrook Park right-of-way.

Comment #22c: Regarding PIN # X500.81 “ NORTH SHORE WATERFRONT ESPLANADE & BIKEWAY EAST. What is the nature of the miscellaneous activity for which \$3.353 million will be obligated in 09/2005?

Response (NYCTCC): Thank you for your observation, the \$3.353 million will be for the actual construction of the project. \$0.470 million had already been authorized for the design phases I-VI

Comment #22d: The NYMTC document NEW YORK CITY PEDESTRIAN AND BICYCLE ELEMENT (the file NYC_BikePed.pdf is no longer available on the web) on page 24 under the heading Planned Projects in Need of Additional Funding recommends:

Verrazano Bridge: Addition of 14-foot Class I pathway on Verrazano Narrows Bridge during its next major rehabilitation, to connect Brooklyn and Staten Island.

I would like to echo this recommendation and request that this project be added to the TIP project list.

Response (NYCTCC): Your comments are noted and we will follow up with the responsible agency. The NYCTCC Bicycle Pedestrian Element of Plan will be reposted on the NYMTC website in time for the public review of the updated FFY2005-2030 Regional Transportation Plan.

Comment #22e: The NYC Department of City Planning web site under Bicycle Network Development and subheading Greenway Plan The Reality makes the following observation:

Green areas along parkways and highways: The remnants of miles of bikeways, created during the 1930s, still exist along the city's green parkways. Some are in use and many can be restored easily. In some areas, however, road widening and new overpasses or exit ramps present problems. Newer interstate highways like the South Shore Expressway in Staten Island also offer potential corridors for multi-use paths€

Given that the expressway in question is probably the West Shore Expressway and is not a part of the interstate highway system “it is none-the-less in the style of an interstate highway. The Transportation Coordinating Committee should give consideration to a set of projects that would complement and in some cases extend existing bicycle network plans by using the side medians of the Staten Island Expressway, West Shore Expressway, Korean War Veterans Parkway and the Martin Luther King Expressway to build a set of off-road, traffic free bicycle / pedestrian trails in the style of the Martha Curtis trail in Arlington, VA. This trail is traffic free through an urban area that is even more dense than Staten Island. However Staten Island.â€™s population growth and the aggressive nature of Staten Island traffic make traffic free solutions more important for current and future quality of life in the borough.

Also a part of this set of projects should be additional bicycle / pedestrian access laterally across these highways. As it is, there are only a limited number of crossings of the Staten Island Expressway between the southern and northern parts of the Island, and some of these crossings will become more dangerous for pedestrians and bicyclists with the construction of express bus drop lanes at a number of intersections. Indeed, the issue of pedestrian safety came to a head resulting in the removal of the proposed Slosson Avenue drop lane because of perceived danger to school children. With sufficient lateral and longitudinal traffic free bicycle / pedestrian access, this community outburst might have been avoided.

Note that this proposal goes beyond the project identified by Loc. # GR02 in the NYMTC document NEW YORK CITY PEDESTRIAN AND BICYCLE ELEMENT in that it is here proposed that there be off-road traffic free trails paralleling all the expressways and parkways on Staten Island along their entire lengths for reasons mentioned above.

These bicycle / pedestrian projects would go a long way toward correcting a long standing inherent major deficiency in interstate style highways going through urban areas and should be coordinated with construction projects that are planned for these highways.

Response (NYCTCC): The Bike Master plan has bike paths along the service road of the Korean War Veteran Parkway, Staten Island Expressway and West Shore Expressway service roads. The agencies have a strong commitment to connecting links along major transportation network. Agencies are working together to fulfill this commitment.

Comment #22f: The conversions of the Fresh Kills and Brookfield landfills into parks presents the opportunities for additional off-road, traffic free bicycle / pedestrian trails around the perimeters of these parks. The envisioned Greenway system already makes use of some of this perimeter space. However, some additional opportunities are possible. In particular:

a) Build a trail parallel to Arthur Kill Road on the perimeter of Brookfield from Richmond Town to the Richmond Avenue / Korean War Veterans Parkway intersection. With plans to widen this portion of Arthur Kill Road, an off-road almost traffic free bicycle / pedestrian solution becomes more imperative. It would connect the currently planned Greenway trails with recreational facilities at Brookfield and Fresh Kills and would provide bicycle / pedestrian access to numerous communities along its path.

b) Build an off-road traffic free trail parallel to Arthur Kill Road on the perimeter of Fresh Kills from Richmond Avenue / Korean War Veteran Parkway to Arden Avenue. This trail would connect additional communities with recreational facilities at Fresh Kills and Brookfield parks and the already planned Greenway system.

c) Build an off-road traffic free bicycle / pedestrian trail parallel to Richmond Avenue on the perimeters of the Fresh Kills and / or Brookfield parks from Arthur Kill Road to Travis Avenue. Note that this proposal is encompassed by the project identified by Loc. # GR03 in the NYMTC document NEW YORK CITY PEDESTRIAN AND BICYCLE ELEMENT and is included here for completeness.

c) Provide traffic free bicycle / pedestrian connectivity between Fresh Kills perimeter Arthur Kill Road trail, the Brookfield perimeter Arthur Kill Road trail, the Fresh Kills perimeter Richmond Avenue trail and an off-road traffic free bicycle / pedestrian trail along side median of Korean War Veterans Parkway (see previous suggestion), coordinating with project (PIN # X349.13) to reconfigure the Korean War Veterans Parkway terminus at Richmond Avenue and Arthur Kill Road. Note that parts of this connectivity are included in Loc. # GR03, including coordination with X349.13 and is mentioned here for completeness and emphasis.

Response (NYCTCC): Agencies such as City Planning, NYCDOT, Parks and -NYSDOT are looking into links and connectors around parks. Fresh Kills if converted to park will also be part of the plans for bike paths around its circumference.

Comment #23 (Community Board): Community Board #9 supports the Department of City Planning's request to conduct a feasibility study evaluating the conversion of the abandoned LIRR Rockaway Beach Branch spur into a Rail Trail.

Comment #24 (Kiwit Constructors - John Nahas): Could you please give me the scheduled date you expect the reconstruction of the Route 9A near the WTC to come out for bidding either as a designed or design-build job? We are very interested in bidding on this project.

Response #24 (NYSDOT): The section of Route 9A adjoining the World Trade Center Site is in the preliminary design stages and is currently undergoing environmental review. That review will culminate in a published Record of Decision. Upon completion of preliminary design, the project will move to final design, and a letting date will be established at that time. For other project news or to learn more about the Route 9A Project, please visit the project website at www.route9a.info.

Appendix E – Resolution

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettlinger
Executive Director

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

COUNCIL RESOLUTION #2005-4 - ADOPTION OF THE 2005-2030 REGIONAL TRANSPORTATION PLAN, 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM, TRANSPORTATION CONFORMITY DETERMINATION AND SUPPORTING PRODUCTS

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, the New York Metropolitan region received a Federal waiver of certain air quality requirements of the Clean Air Act after the terrorist attacks of September 11, 2001; and

WHEREAS, the legislation which provided the waiver specified that NYMTC should update its Regional Transportation Plan and Transportation Improvement Program and undertake a new Transportation Conformity Determination by the end of the waiver on September 30, 2005 in order to maintain the region's eligibility for Federal transportation funding; and

WHEREAS, NYMTC has successfully recalibrated its transportation models and updated both the Regional Transportation Plan and Transportation Improvement Program, as well as supporting products such as the Congestion Management Status Report and the Environmental Justice Assessment per the requirements of the waiver legislation; and

WHEREAS, NYMTC has completed its Transportation Conformity Determination and related Consistency Assessment under the New York State Energy Plan; and

WHEREAS, these products and supporting analyses demonstrate NYMTC's compliance with appropriate Federal planning and air quality regulations; and

WHEREAS, the Intelligent Transportation Systems (ITS) projects defined in the Transportation Improvement Program are either highway projects or transit projects; and

WHEREAS, highway projects require pursuant to the Federal Highway Administration 23 CFR 940 must demonstrate conformance with an approved ITS (sub) regional architecture (SRA) and have a systems engineering analysis; and

WHEREAS, transit grants, pursuant to the Federal Transit Administration National ITS Architecture Policy on Transit Projects (Federal register January 8, 2001 volume 66 number 5) must self-certify compliance with section V (Regional ITS Architecture), and Section VI (Project Implementation) prior to the authorization of Mass Transit Funds from the Highway Trust fund;

NOW, THEREFORE BE IT RESOLVED, that the New York Metropolitan Transportation Council recognizes that any projects in the Federal Fiscal Year 2005 element of the Transportation Improvement Program that are not obligated and/or can not be implemented in part or whole by September 30, 2005 may be included in future program years without further action by this Council providing that fiscal constraint can be maintained; and

BE IT FURTHER RESOLVED, that the New York Metropolitan Transportation Council adopts the 2005-2030 Regional Transportation Plan, 2006-2010 Transportation Improvement Program, Transportation Conformity Determination and Supporting Products.

This resolution shall take effect on the fourth day of August, two thousand and five.

ADOPTED: August 4, 2005

"I hereby certify that the above is a true copy of Resolution #2005-4, Adoption of the 2005-2030 Regional Transportation Plan, 2006-2010 Transportation Improvement Program, Transportation Conformity Determination and Supporting Products, and was motioned by Dr. James Yermus, representing Rockland County Executive C. Scott Vanderhoef and seconded by Robert Shtanick, representing Suffolk County Executive Steve Levy. This Resolution was adopted and passed unanimously."


Timothy Gilchrist, Council Secretary

THE METROPOLITAN PLANNING ORGANIZATION
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