

# **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.

5314 – FTA Section 5314: This program provides funding planning activities.

### **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.

HBRD – Highway Bridge Replacement and Rehabilitation Discretionary Program: A discretionary program for capital improvements to bridge projects.

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.

HIPR – 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.

NCPD - National Corridor Planning & Development Program: A discretionary grant to provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States. States and metropolitan planning organizations (MPOs) are, under the NCPD program, eligible for discretionary grants for: Corridor feasibility; corridor planning; multistate coordination; environmental review; and construction.

P105 – Public Law 105.65: Funding appropriated in specific Federal law.

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.

S330 - Section 330 Surface Transportation Projects of the FFY 2003 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.

TIFA – Transportation Infrastructure Finance and Innovation Act (TIFIA): A program to offer loans, loan guarantees, and lines of credit to sponsors of large surface transportation projects through a periodic application and selection process.

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.

UDCB - Urban Development Block Grant: Funds administered by the Housing and Urban Development Administration that can be used for Transportation.

### **LOCAL FUND SOURCES:**

LCL – Local: Local MTA funding.

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

MTA – MTA Funding: MTA funding (Same as LCL).

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

PRIV – Private Funds: Non-Governmental funding.

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

SIM – State Intermodal: State funds to develop intermodal projects.

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

## **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 fund transfers.
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. This category includes simple rehabilitations known as R&P.
7. **R&P** – Recondition and Preservation, Rehabs, Preventive Maintenance, Resurfacing of highways (These are consolidated under RECON).
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, and operating assistance.

**Appendix C**

***DISPOSITION***  
***OF***  
***FFY 2002-2004 TIP***

## FFY 2002 - 2004 TIP Putnam County Project Listing Disposition

- Amendment:** Indicates amendment number under which a project was modified during the life of the approved FFY 2002 - 2004 TIP
- Project Selection:** Indicates project selection number under which a project was modified during the life of the approved FFY 2002 - 2004 TIP
- Obligated:** Indicates project's construction phase has been preapproved for spending
- Deferred:** Indicates project's construction phase has been postponed one year or more or in some cases the construction phase was deferred and obligated later.
- Deleted:** Indicates project has been removed from the responsible agencies capital program or no longer shown on the TIP because it was obligated in a prior year.
- Amended:** Indicates project was added to the FFY 2002 - 2004 TIP via Amendment or added to the FFY 2002 - 2004 TIP during the update process
- No Change** Indicates project's construction phase anticipated obligation date has not changed

PIN	Project Description Putnam County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
802136	RT 52/311;CR 48-I84				X			
802137	RT 52 @ FARMERS MILL RD		02-B	X	X		X	
806210	I-84/DINGLE RIDGE ROAD				X			
8062CC	I84 PAVEMENT REHAB: I684-CONN STATE LINE				X			
8062DD	I84 PAVEMENT REHAB: LUDINGTONVILLE ROAD-I684				X			
811345	I684 NB RAMP TO I84 EB				X			
811351	TURK HILL ROAD/I684				X			
839055	RT 6/MIDDLE BR RESERVOIR			X	X	X		
839062	RT 6: BATISTA-LAKE CLOSE				X			
875493	PUTNAM BIKEWAY I			X		X		
875580	PUTNAM BIKEWAY II			X	X			
875603	FAIR ST/MIDDLE BR CROTON			X	X			
875604	SODOM RD/E BR CROTON RV				X			
875609	FAIR ST: RT 52-JOHN SIMPSON RD				X			
875626	MAYBROOK BIKEWAY I				X			
875665	CR 13/CANOPUS CK				X			
875684	MAYBROOK BIKEWAY II				X			
875689	STONELEIGH AVE (CR35) @ DREWVILLE RD (CR36)				X			
875748	PEEKSKILL HOLLOW RD: OSCAWANA LAKE RD-RT 301				X			
875749	STONELEIGH AVENUE: PUTNAM HOSPITAL - ROUTE 6				X			
875765	DREWVILLE RD/WEST BRANCH				X			
875766	HORTON HOLLOW RD/CANOPUS				X			
875767	FARMERS MILL/SEVEN HILLS		02-D		X		X	
875783	PUTNAM DIVISION BIKEWAY II, STAGE 2			X	X			
880697	PUTNAM PARK & RIDE LOTS			X	X			
882210	4-30'COACHES AND 2 PARATRANSIT VANS		02-B, D,		X		X	
882246	5311 OPERATING ASSISTANCE				X			
882264	DANBURY - BREWSTER BUS SERVICE							X
882284	PUTNAM COUNTY PARK & RIDE/TRANSFER				X			
8TRM01	UCPA OF PUTNAM & SOUTH DUTCHESS CO., INC	02-06			X		X	
8TRM16	TOWN OF CARMEL: ROUTE 6 BIKEWAY RELOCATION							X

## FFY 2002 - 2004 TIP Rockland County Project Listing Disposition

- Amendment:** Indicates amendment number under which a project was modified during the life of the approved FFY 2002 - 2004 TIP  
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PIN	Project Description Rockland County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
803025	ROUTE 59 OVER ERIE RR			X	X			
803026	ROUTE 59: PIP-RT 303				X			
803032	ROUTE 59/ERIE RR					X		
803035	RT 17 PARK & RIDE LOT				X			
803037	RT 59: RT 9W - HACKENSACK RIVER BRIDGE			X		X		
803038	RT 59/WESTERN HIGHWAY AND CSX RIVER LINE	02-01		X	X		X	
803988	ROUTE 9W/WASHINGTON ST			X		X		
805901	ROUTE 340/SPARKILL CREEK				X			
823903	RT 9W @ SHORT CLOVE RD				X			
823911	ROUTE 9W/ROCKLAND LAKE OUTLET				X			
823913	ROUTE 9W/CEDAR POND BROOK				X			
848018	RT 202 ROSMAN-OLD C'NTRY			X		X		
848034	RT 202 @ BRIDGE/HURD ST				X			
872045	THRUWAY DITCH EROSION EMERGENCY RELIEF							X
872053	NEW YORK STATE THRUWAY			X				
872054	NOISE BARRIER INSTALLATION.							X
875456	VIOLA RD: RT 306-COLLEGE		02-D		X		X	
875458	CONGERS RD:BREWERY-STRWT				X			
875459	SMITH RD, PASCACK-M'TOWN			X				
875513	WESLEY CHAPEL RD OVER THE MAHWAH RIVER			X		X		
875522	RIVER RD: STEVENSON ST - TAPPAN ZEE BRIDGE				X			
875523	NEW HEMPSTEAD RD (CR 80): PIP - RT 304				X			
875525	ORANGEBURG(CR104)/ACCESS				X			
875526	OAK TREE RD/SPARKILL CRK				X			
875527	SICKLETOWN/NAURAUSHAUN			X	X			
875685	SUFFERN RR PARKING				X			
875688	FORSHAY RD: VIOLA RD - GRANDVIEW AVE				X			
875757	NEW CITY PARK & RIDE LOT				X			

PIN	Project Description Rockland County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
875768	WILLIAM ST/SPARKILL CRK				X			
875769	SAMSONDALE AVE/CONRAIL				X			
875783	PUTNAM DIVISION BIKEWAY II, STAGE 2					X		
875788	GURNEE AVENUE				X			
875789	SPRING VALLEY COMMUTER RAIL REHABILITATION				X			
875862	RAMAPO RIVER TRAILWAY							X
875886	MAIN ST STREETScape IMPROVEMENTS							X
878013	RAILROAD BARGE MUSEUM							X
880689	ROCKLAND COMMUTE ALTERNATIVES				X			
882121	VEHICLE LOCATOR SYSTEM							X
882124	TWO PARATRANSIT VEHICLES							X
882136	ROCKLAND COUNTY TRANSIT CENTERS				X			
882193	PURCHASE 3 40' COACHES							X
882240	CAPITALIZED OPERATE COST							X
882241	CAPITALIZED OPERATE COST							X
882300	TAPPAN ZEE EXPRESS (ROCKLAND - TARRYTOWN)				X			
8T97XA	ALTERNATE FUEL DEPOT-RC							X
8TR101	GREENWAY TRAIL							X
8TR201	ROCKLAND COUNTY TRANSIT		02-D		X		X	
8TR204	ROCKLAND COUNTY P&R LOT							X
8TR207	RC-PREVENTIVE MAINT							X
8TR208	RC-PREVENTIVE MAINT							X
8TR209	PURCHASE 8 BUSES-TZEXP							X
8TR210	ROCKLAND CO- P&R LOTS							X
8TR211	PURCHASE TWO BUS - TRIPS		02-D				X	
8TR212	ROCKLAND CO P&R LOTS							X
8TR213	AUTOMATED INFO KIOSKS		02-D				X	
8TR214	PURCH 3 35' BUSES-TOR		03-C				X	
8TR217	PURCHASE BUS SHELTERS							X
8TR218	DPT BUILDING EXPANSION		02-D				X	
8TR219	PURCHASE FOUR BUSES		02-D				X	
8TR220	PURCHASE TWO BUSES		02-D				X	
8TR221	PURCHASE FOUR BUSES							X
8TR225	PURCHASE ONE (1) VEHICLE							X
8TR226	PURCHASE THREE BUSES							X
8TR227	PURCHASE FIVE ALTERNATIVE FUEL VEHICLES		02-D				X	
8TR228	BUS SHELTERS							X
8TR229	PURCHASE TWO VEHICLES							X
8TR232	PURCHASE SIX (6) 45' BUSES TAPPAN ZEE EXPRESS							X

PIN	Project Description Rockland County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
8TR233	MEALS ON WHEELS PROGRAM							X
8TR236	PURCHASE OF 3 COACH BUSES FOR TZX	02-03	03-C				X	
8TR242	NEW YORK STATE THRUWAY NOISE BARRIERS							X
8TR243	NEW YORK STATE THRUWAY NOISE BARRIERS							X
8TR501	BOWLINE POND GREENWAY TRAIL							X
8TRM02	MEALS ON WHEELS PROGRAMS & SERVS OF ROCKLAND	02-06					X	
8TRM03	NORTHERN SERVICES GROUP, INC.	02-06					X	

## FFY 2002 - 2004 TIP Westchester County Project Listing Disposition

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PIN	Project Description Westchester County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
800320	TSP STAGE 5: RAMP X							X
801013	ROUTE 9 @ ASHFORD AVENUE			X		X		
801040	ROUTE 9/CR 306 (HIGHLAND AVE)							X
801041	ROUTE 9/ROUTE 9A							X
801719	ROUTE 117/METRO-NORTH							X
801905	ROUTE 118 @ UNDERHILL ROAD							X
802611	RT 22/120/I684 RECONSTRUCTION, STAGE 1, EXIT3	02-06					X	
803207	ROUTE 125 INTERSECTIONS							X
803210	OLD MAMARONECK RD INT							X
803211	ROUTE 125/I95							X
803805	RT 133: VAIL LANE-RT 100							X
804087	ROUTE 9/HUDSON AVENUE							X
804204	RT 134: ARCADY-PINES BR							X
809937	CCP/SMRP INTERCHANGE							X
810134	HRP REHAB: I287-CONN			X		X		
810136	EAST 3RD STREET/HRP							X
810138	HRP/HUTCHINSON RIVER							X
810141	ATMS/ATIS: HUTCHINSON RIVER PARKWAY			X		X		
810320	RT 9A: ARDSLEY-PARK AVE			X		X		
810325	ROUTE 9A; RT 9-WELCHER							X
810330	P'VILLE RD/RT 9A ACC-PMI							X
810331	SAW MILL RIVER ROAD							X
810339	ROUTE 9A/METRO-NORTH RR							X
810624	SBP SOUTHBOUND RAMP TO RT 100 SOUTHBOUND			X		X		
811333	I-684: CWE-CONN BRIDGES							X
811334	I-684:CONN BRIDGES -HRB							X
811348	I684 BRIDGES: ROUTE 172-HARRIS ROAD							X
811349	I684 BRIDGES: TAMMARACK SWAMP-RT 22							X

PIN	Project Description Westchester County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
811902	GROVE STREET EXTENSION							X
812644	TSP: ROUTE 6-ROUTE 202, STAGE 1			X		X		X
812690	TSP/RR							X
812696	TSP: RT 35/202 - RT 6, STAGE 2	02-06		X			X	
821659	SAWMILL PKWY/KISCO AVE							X
821668	SMPR/CATSKILL AQUEDUCT							X
839053	ROUTE 6/ROUTE 9							X
856117	ROUTE 35 INTERSECTIONS							X
872631	NEW ENGLAND THRUWAY							X
872930	I-287 CWE STAGE 1: I287/I87 INTERCHANGE							X
872951	I-287 CWE STAGE 2: SMRP - BRP							X
872952	I-287 CWE STAGE 3: BRP - CENTRAL WEST PKWY							X
872953	I-287 CWE STAGE 4: BLOOMINGDALE RD - RT 120							X
872958	I-287 CROSS WESTCHESTER EXPWY REHAB STAGE 2			X		X		
872959	I-287 CROSS WESTCHESTER EXPWY REHAB STAGE 2A			X		X		
872960	I-287CWE STAGE 3B: CWP - BLOOMINGDALE ROAD							X
875480	KIMBALL & MCLEAN SIGNALS							X
875485	NEPERAN RD: RT 9 - SMRP			X				
875486	ASHFORD AVENUE RESURFACE			X				
875488	WILMOT RD RECONSTRUCTION			X				
875495	FENIMORE RD: NORTHRUP AVE - HOYT AVE							X
875497	FISHER AVE @ BANK, IRVING							X
875607	LINCOLN AVE: NORTH AVE - CITY LINE							X
875637	YONKERS TROLLEY BARN							X
875667	POPHAM RD/MNRR HARLEM DV		02-D	X			X	
875668	BRIDGE ST/HUDSON DIV RR			X				
875678	CROTON STATION PARKING							X
875682	MAHOPAC BRANCH TRAILWAY: RR - PUTNAM BIKEWAY			X				
875742	LONG RIDGE ROAD			X				
875743	MAMARONECK AVE RECONST			X				
875744	BROADWAY RECONSTRUCTION			X				
875745	BEDFORD-BANKSVILLE ROAD			X				
875746	COMMERCE STREET							X
875756	SOUTH COUNTY TRAILWAY: FARRAGUT AVE-BARNEY ST							X
875758	BRP RAMP AT YONKERS AVE							X
875772	ODELL AVE/ABANDONED RR							X
875773	SOUTH FIRST AVENUE/RR BRIDGE REPLACEMENT							X
875774	NORTH BARRY AVENUE RR BRIDGE REPLACEMENT							X
875790	GREENWOOD STREET/HALLOCK							X

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				obligated	deferred	deleted	amended	no change
875791	ZISSNER BRIDGE/MNRR							X
875792	BROOK STREET RR CROSSING							X
875860	CHAPPAQUA RAILROAD STATION RESTORATION							X
875861	YONKERS NORTH HUDSON PROMENADE							X
875863	WAMPUS BROOK PATHWAY							X
875864	RESTORATION OF WATERWAYS AT PHILIPSBURG MANOR							X
875881	MYRTLE BOULEVARD @ NORTH CHATSWORTH AV (TCSP)	02-05		X			X	
875882	ROUTE 22 @ MILL ROAD TCSP PROJECT	02-05		X			X	
875883	RAILROAD CUT REDEVELOPMENT PROJECT (TCSP)	02-05		X			X	
875884	NORTH AVE WIDENING & STREETSCAPE (TCSP)	02-04		X			X	
878009	BRONX RIVER PARKWAY RESERVATION PATHWAY EXT.	02-05					X	
878010	CENTRAL PARK AVE PEDESTRIAN FACILITIES	02-05					X	
878011	OLD CROTON AQUEDUCT OVERSEERS HOUSE RSTRTN	02-05					X	
878012	LINKING LANDMARKS ALONG THE HUDSON	02-05					X	
880246	TMC OPERATION							X
880423	MEM HWY, DIV ST, RAMP BR'S							X
880598	TRAFFIC MANAGEMENT CENTER			X				
880688	COMMUTE ALT'S PROGRAM							X
880822	SFY 00/01 TRAFFIC SIGNAL UPGRADE			X				
880834	INTEGRATED SIGNAL SYSTEM			X		X		
882137	BEELINE VEH ELECTRONICS		02-D				X	
882141	REPL BEELINE SUPV VEH		02-D				X	
882145	WESTCHESTER COUNTY MASS TRANSIT						X	
882185	STAMFORD-WHITE PLAINS EXPRESS BUS (I-BUS)		02-D				X	
882194	WESTCHESTER PARK & RIDE							X
882206	WC PREVENTIVE MAINT		02-H				X	
882212	NEW ROCHELLE INTERMODAL	02-04					X	
882223	REPL 18 PARATRANSIT VEH							X
882226	REPLACE 15 SHUTTLES BEE LINE		02-D				X	
882235	BEE LINE PLANNING							X
882275	LOOP T (TARRYTOWN) SHUTTLE		02-A				X	
882282	YONKERS INTERMODAL			X				X
882287	BEELINE LOOP H		02-B				X	
882297	MODERNIZATION OF THE BEE-LINE BUS FACILTIES		03-B				X	
882298	TRANSCENTER CIRCULATION IMPROVEMENTS							X
882303	ROUTE 77							X
882310	WHITE PLAINS TRANSCENTER							X
894003	TRANSPORTATION MGMT CENTER PHASE I	02-07		X			X	
895005	WESTCHESTER SHUTTLE NETWORK							X

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				obligated	deferred	deleted	amended	no change
8RT102	RECREATIONAL TRAIL PROGRAM FFY 2002							X
8RT103	RECREATIONAL TRAIL PROGRAM FFY 2003							X
8RT104	RECREATIONAL TRAIL PROGRAM FFY 2004							X
8RT105	RECREATIONAL TRAIL PROGRAM FFY 2005							X
8RT106	RECREATIONAL TRAIL PROGRAM FFY 2006							X
8T1765	SATELLITE GARAGE II			X				
8T9312	CWE EXIT 8E/WESTCH AVE			X				
8T9426	ROUTE 35: RT 118-RT 100			X				
8T9438	RT 133: RT 9-VAILS LANE			X				
8T9439	ROUTE 134: RT 133-RT 9A			X				
8T9719	CROSS COUNTY PKWY ATMS			X				
8T9731	REPLACE FLX FLEET		02-	X			X	
8T9770	ROUTE 118 @ UNDERHILL RD			X				
8T97XP	WESTCHESTER PROJECT ADM		02-B	X			X	
8TR102	OLD CROTON REHAB							X
8TR222	YONKERS ROUTE 78							X
8TR223	ST VINCENT'S HOSPITAL BUS PURCHASE							X
8TR224	SENIOR LEARNING CENTER BUS PURCHASE							X
8TR230	WESTCHESTER COMMUNITY OPPORTUNITY PROGRAM		02-C				X	
8TR231	BEE-LINE BUS ROUTE 7 EXTENDED SERVICE							X
8TR234	OPENGATE, INC.	02-01					X	
8TR235	ST. JOSEPH'S HOSPITAL, YONKERS	02-01					X	
8TR502	QUARRY TRAIL							X
8TRM04	DATAHR REHABILITATION INSTITUTE	02-06					X	
8TRM05	HEBREW HOSPITAL HOME OF WESTCHESTER	02-06					X	
8TRM06	ST. MARY'S REHABILITATION CENTER FOR CHILDREN	02-06					X	
8TRM07	WESTCHESTER COUNTY JOB ACCESS & RCP	02-06					X	

## FFY 2002 - 2004 TIP Multi County Project Listing Disposition

- Amendment:** Indicates amendment number under which a project was modified during the life of the approved FFY 2002 - 2004 TIP  
**Project Selection:** Indicates project selection number under which a project was modified during the life of the approved FFY 2002 - 2004 TIP  
**Obligated:** Indicates project's construction phase has been preapproved for spending  
**Deferred:** Indicates project's construction phase has been postponed one year or more or in some cases the construction phase was deferred and obligated later.  
**Deleted:** Indicates project has been removed from the responsible agencies capital program or no longer shown on the TIP because it was obligated in a prior year.  
**Amended:** Indicates project was added to the FFY 2002 - 2004 TIP via Amendment or added to the FFY 2002 - 2004 TIP during the update process  
**No Change** Indicates project's construction phase anticipated obligation date has not changed

PIN	Project Description Multi-County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
801012	RT 9: RT 301-I84	02-03, 06			X		X	
805503	OVERHEAD SIGN INSPECTION							X
806214	I-84/I-287 STRIPING							X
811353	ROUTE I-684 REST AREA SAFETY LIGHTING			X				
85B103	UPPER DELAWARE SCENIC BYWAYS							X
872039	I-87 NOISE ABATEMENT							X
875680	SFY 00/01 LOCAL BRIDGE PAINTING							X
878006	WALDEN TRAILS CONECTION	02-05					X	
880424	TRANSPORTATION DEMAND MANAGEMENT UNIT				X			
880618	SFY 00/01 SIGNALS			X				
880681	SFY 01/02 SIGNALS		03-B	X	X		X	
880690	MNRR CONNECTING SERVICES PROMOTIONAL SERVICE				X			
880717	SFY 00/01 LONG LINE PAVEMENT MARKINGS			X				
880718	SFY 01/02 LONG LINE PAVEMENT MARKINGS	02-02		X	X		X	
880719	SFY 02/03 LONG LINE PAVEMENT MARKINGS			X	X			
880722	SFY 00/01 SPECIAL PAVEMENT MARKINGS			X	X			
880723	SFY 01/02 SPECIAL PAVEMENT MARKING			X	X			
880724	SFY 02/03 SPECIAL PAVEMENT MARKING			X	X			
880800	SFY 03/04 SPECIAL MARKINGS			X	X			
880811	TREES REMOVAL REGION WIDE			X	X			
880820	SFY 02/03 SIGNAL REQUIREMENTS CONTRACT	02-02		X	X		X	
880821	SFY 03/04 SIGNAL REQUIREMENTS CONTRACT			X	X			
880825	SFY 03/04 TRAFFIC SIGNAL UPGRADES				X			
880830	TRANSPORTATION DEMAND MANAGEMENT FFY 2002							X
880831	TRANSPORTATION DEMAND MANAGEMENT FFY 2003							X
880875	REGION WIDE GRAFFITI REMOVAL AND TREATMENT.				X			
880883	SFY 04/05 TRAFFIC SIGNAL REQUIREMENT CONTRACT				X			
880955	SFY 03/04/05 ACCIDENT INVESTIGATION				X			

PIN	Project Description Multi-County Project Listing by PIN	Amendment	Selection	Disposition to FFY 2002 - 2004 TIP				
				obligated	deferred	deleted	amended	no change
880957	SFY 10/11 LONG LINES-WEST OF HUDSON				X			
880959	SFY 12/13 LONG LINES-WEST OF HUDSON				X			
880960	SFY 06/07 SPECIAL PAVEMENT MARKINGS				X			
880963	SFY 09/10 SPECIAL PAVEMENT MARKINGS				X			
880964	SFY 10/11 SPECIAL PAVEMENT MARKINGS				X			
880965	SFY 11/12 SPECIAL PAVEMENT MARKINGS				X			
880966	SFY 12/13 SPECIAL PAVEMENT MARKINGS				X			
880991	SFY 12/13 BRIDGE PAINTING				X			
882038	METROPOOL RIDESHARING		02-D		X		X	
882157	DUTCHESS-PUTNAM-WHITE PLAINS EXP BUS (LEP)				X			
882161	ORANGE-WHITE PLAINS EXPRESS BUS (OWL)	02-03			X		X	
882218	HAVERSTRAW-OSSINING FERRY		02-A		X		X	
882219	WESTSHORE EXPRESS BUS SERVICE				X			
882244	CROTON FALLS SHUTTLE				X			
882301	NORTHERN DUTCHESS BUS		02-A				X	
882710	AMTRAK TRACK REHAB							X
895007	NEWBURGH-BEACON SHUTTLE				X			
8T0063	SFY 10/11 PMI PAVING				X			
8T0114	SFY 08/09 SPECIAL MAINTENANCE PROJECTS				X			
8T0177	TRANSPORTATION DEMAND MANAGEMENT							X
8TR237	PURCHASE UP TO 4 VANS FOR VA HOSPITALS	02-03	02-H				X	
8TR240	I-84 TRANSMIT PROGRAM							X
8TRM08	OZONE ACTION DAYS MHSTCC							X
S03700	BARGE DEMONSTRATION PROJECT							X

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
000610	NYSDOT	OCEAN PARKWAY SHEETING	DROPPED
000816	NYSDOT	NY114 SAG HARBOR COVE BRIDGE	COMPLETED
000820	NYSDOT	NY114 TRAFFIC CALMING DEMO.	COMPLETED
001749	NYSDOT	RMC N/B BRIDGE OVER SBC	COMPLETED
001751	NYSDOT	RMC PRIORITY SURF TX'S	COMPLETED
001752	NYSDOT	RMC RESURFACE ETC.	COMPLETED
001758	NYSDOT	RMC PILE REPAIR	OBLIGATED
004208	NYSDOT	NY25 R&P	OBLIGATED
004214	NYSDOT	MISC. DRAINAGE IMPROVEMENT	DELAYED
004224	NYSDOT	NY25A PARK & RIDE	DROPPED
004225	NYSDOT	NY25 MILL & FILL	OBLIGATED
004226	NYSDOT	GROUNDWATER PROTECTION	OBLIGATED
004229	NYSDOT	NY25 MILL & FILL	OBLIGATED
005026	NYSDOT	NY135 SOUND BARRIERS	DELAYED
005409	NYSDOT	NY347 RECON.	DELAYED
005414	NYSDOT	NY347 ROW ACQUISITION	DELAYED
005415	NYSDOT	NY347 ROW	OBLIGATED
005503	NYSDOT	OVERHEAD SIGN INSPECTION	OBLIGATED
005888	NYSDOT	NY27 RESURFACE	COMPLETED
005892	NYSDOT	NY27 R&P	OBLIGATED
005897	NYSDOT	NY27 BIKEPATH	OBLIGATED
007213	NYSDOT	SEAGIRT BRIDGE REHAB.	COMPLETED
007711	NYSDOT	NY111 SIDEWALK CONSTRUCTION	OBLIGATED
011250	NYSDOT	NY110 STUDY	OBLIGATED
011325	NYSDOT	NY27A LIRR BRIDGE	COMPLETED
011329	NYSDOT	SSP DRAINAGE AT NY231	DROPPED
011334	NYSDOT	NY27A @ TRUE CREEK ISLIP	DELAYED
012111	NYSDOT	NY106 RECON.	DROPPED
022860	NYSDOT	I 495 4TH SERVICE ROAD	COMPLETED
022862	NYSDOT	I 495 SERVICE ROAD	OBLIGATED
022865	NYSDOT	I 495 SERVICE ROAD	OBLIGATED
022867	NYSDOT	I 495 CIP INTERCHANGE	OBLIGATED
022876	NYSDOT	PURCHASE ELECTRIC STATIONS	COMPLETED
022881	NYSDOT	I 495 4TH LANE	COMPLETED
022882	NYSDOT	I 495 4TH LANE	MERGED
022894	NYSDOT	I 495/NY231 SAFETY IMPROVEMENTS	OBLIGATED
022896	NYSDOT	I 495 HOV LANE CONSTRUCTION	OBLIGATED
022897	NYSDOT	I 495 BRIDGE WIDENING	COMPLETED
022898	NYSDOT	I 495 4TH LANE BRIDGE	MERGED
022900	NYSDOT	I 495 HOV LANE CONSTRUCTION	OBLIGATED
022908	NYSDOT	I 495 BRIDGE WIDENING	DELAYED
022909	NYSDOT	I 495 4TH LANE SURVEY	OBLIGATED
022913	NYSDOT	OLD NICHOLS ROAD BRIDGE	OBLIGATED
022916	NYSDOT	LIE MISCELLANEOUS BRIDGE WIDENING	MERGED
022917	NYSDOT	I 495 NOISE WALL	OBLIGATED
022918	NYSDOT	I 495 LANDSCAPE MAINTENANCE	OBLIGATED
032795	NYSDOT	NY25A DRAINAGE AT MILL POND ROAD	DELAYED
033910	NYSDOT	SAGTIKOS STATE PARKWAY RECON.	DELAYED
035609	NYSDOT	NY109 RECONSTRUCTION	DELAYED
043108	NYSDOT	LOOP PARKWAY BRIDGE REPLACEMENT	COMPLETED

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
051645	NYSDOT	NSP RECON.	DELAYED
051646	NYSDOT	NSP RECON.	DROPPED
051651	NYSDOT	R&P BLOCK PROJECT	OBLIGATED
052321	NYSDOT	MSP, SSP & NSP	DROPPED
052324	NYSDOT	MSP EXTEND N/B COLLECTOR	DROPPED
053446	NYSDOT	SSP ITS STUDY	OBLIGATED
053458	NYSDOT	SSP EVALUATION PROJECT	DROPPED
053461	NYSDOT	SSP INTERCHANGE IMPROV.	DELAYED
053462	NYSDOT	SSP PARK & RIDE	HOLD
055317	NYSDOT	NY24 R&P	OBLIGATED
055318	NYSDOT	NY24 R&P	COMPLETED
055319	NYSDOT	NY24 RESURFACING	OBLIGATED
075030	NYSDOT	INFORM DESIGN	COMPLETED
075398	NYSDOT	MINEOLA EGC - STAGE 1	DELAYED
075547	NYSDOT	MINEOLA EGC - STATE 2	DROPPED
075594	TOWN	RECON. OF BETHPAGE - SPAGNOLI ROAD	DROPPED
075599	SUFFOLK CO	MOTOR PARKWAY OVER I 495	COMPLETED
075672	SUFFOLK CO	CLOSED LOOP SIGNAL SYSTEM	OBLIGATED
075684	SUFFOLK CO	RONKONKOMA PARKING	COMPLETED
075686	NASSAU CO	RESURFACE UNION & EAST 2ND STREET	OBLIGATED
075721	SUFFOLK CO	R&P EAST MAIN STREET	COMPLETED
075725	SUFFOLK CO	WINDSOR AVENUE R&P	DROPPED
075732	TOWN	RECON. ALAHAMBRA ROAD	OBLIGATED
075735	VILLAGE	CONGRESS AVENUE RESURFACING	DROPPED
075738	VILLAGE	REHAB. IN GREAT NECK PLAZA	OBLIGATED
075741	SUFFOLK CO	FURROWS ROAD IMPROVEMENTS	OBLIGATED
075742	SUFFOLK CO	WELLWOOD AVENUE IMPROVEMENTS	OBLIGATED
075744	TOWN	FERRY INFRASTRUCTURE GREENPORT	OBLIGATED
075747	TOWN	SMITHTOWN CONGESTION PROJECT	OBLIGATED
075750	NASSAU CO	1999 PAVEMENT MARKING	OBLIGATED
075753	NASSAU CO	2000 TRAFFIC SIGNAL COMPUTER EXPANSION	OBLIGATED
075755	NASSAU CO	IMPACT ATTENUATOR SYSTEM	OBLIGATED
075756	NASSAU CO	REFLECTOMETER FOR SAFETY	OBLIGATED
075759	NYSDOT	MINEOLA BLVD. BRIDGE OVER LIRR	OBLIGATED
075762	NYSDOT	HOFSTRA UNIVERSITY PEDESTRIAN BRIDGE	DROPPED
075767	SUFFOLK CO	2002 CLOSED LOOP SYSTEM	DROPPED
075772	VILLAGE	SEAWANE DRIVE BRIDGE	OBLIGATED
075773	NYSDOT	SOUTHLAND DRIVE BRIDGE REHAB.	COMPLETED
075774	NYSDOT	LOCAL SAFE STREETS	OBLIGATED
075775	NYSDOT	GLEN COVE CREEK ESPLANDE	MERGED
075776	NYSDOT	SOUTHAMPTON BIKE/PED ROUTE	OBLIGATED
075777	NYSDOT	DOWLING COLLEGE CAST FACILITY	COMPLETED
075779	NYSDOT	NORTHPORT STORM WATER/INTERMODAL	OBLIGATED
075780	NYSDOT	CHERRY GROVE DOCK RECON.	COMPLETED
075781	NYSDOT	SAG HARBOR FERRY	OBLIGATED
075782	NYSDOT	SUNRISE HIGHWAY SCENIC STREETSCAPE	OBLIGATED
075783	SUFFOLK CO	MILL DAM BRIDGE REPLACEMENT	OBLIGATED
075784	SUFFOLK CO	CR46 WILLIAM FLOYD PARKWAY BRIDGE	OBLIGATED
075788	NYSDOT	CR50 BRIDGE OVER CARL'S RIVER	COMPLETED
080429	NYSDOT	ACCESS SIGNS FREEWAY	DELAYED

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
080432	NYSDOT	WSP RENOVATIONS	DELAYED
080433	NYSDOT	HILLSIDE AVENUE IMPROVEMENT	OBLIGATED
080489	NYSDOT	LITP 2000 STUDY	ONGOING
080492	NYSDOT	DEFICIENT BRIDGES	OBLIGATED
080493	NYSDOT	DEFICIENT BRIDGES	OBLIGATED
080523	NYSDOT	LIRIC GRANT BLOCK	COMPLETED
080562	NYSDOT	LANDSCAPE SAFETY	COMPLETED
080565	NYSDOT	PIL STUDY	OBLIGATED
080566	NYSDOT	LI BICYCLE & PED MASTER PLAN	DROPPED
080572	NYSDOT	EAST NASSAU/WEST SUFFOLK TRANS.	DROPPED
080617	NYSDOT	TREE TRIMMING	COMPLETED
080620	NYSDOT	GROUNDWATER MONITOR WELL	DROPPED
080621	NYSDOT	NY135 NY25 NY101 LANDSCAPE	COMPLETED
080624	NYSDOT	POLICE WORK FOR CONSTRUCTION	COMPLETED
080626	NYSDOT	NICON COURT BUILDING	OBLIGATED
080637	NYSDOT	SAFETY REQUIREMENTS CONTRACT	COMPLETED
080638	NYSDOT	BRIDGE SIGNING	DROPPED
080639	NYSDOT	900 B R&P	DROPPED
080640	NYSDOT	STONY BROOK TO PORT JEFFERSON BIKEPATH	DROPPED
080641	NYSDOT	TMC EQUIPMENT PURCHASE	OBLIGATED
080657	NYSDOT	TRAFFIC PLAN FOR BETHPAGE PARK	COMPLETED
080668	NYSDOT	RECHARGE BASIN RECONDITION CONTRACT	COMPLETED
080669	NYSDOT	ASTHETIC REQ.: TREE TRIMMING CONTRACT	OBLIGATED
080670	NYSDOT	LANDSCAPE SAFETY TREE PRUNNING & REMOV	MERGED
080672	NYSDOT	PREVENT MAINT CLEAN/REPAIR/REPLACE CONT	OBLIGATED
080678	NYSDOT	AESTHETICS REQUIRE CONTRACT	OBLIGATED
080679	NYSDOT	DURABLE PAVEMENT MARKING CONTRACT	COMPLETED
080680	NYSDOT	CLOSED LOOP SIGNAL SYSTEM UPGRADE	OBLIGATED
080681	NYSDOT	SAFETY REQUIREMENT CONTRACT	OBLIGATED
080682	NYSDOT	PREVENT MAINT CONTRACT CLEANING/REPAIR	OBLIGATED
080683	NYSDOT	BRIDGE PAINTING	OBLIGATED
080684	NYSDOT	TRAFFIC SIGNAL REQUIREMENTS	OBLIGATED
080685	NYSDOT	TREE TRIMMING	MERGED
080686	NYSDOT	CRACK SEALING PROGRAM	COMPLETED
080687	NYSDOT	JOINT SEALING CONTRACT	OBLIGATED
080688	NYSDOT	CONCRETE PAVEMENT REPAIR CONTRACT	OBLIGATED
080689	NYSDOT	PRIORITY SURFACE TREATMENT	OBLIGATED
080690	NYSDOT	NICON COURT MAINTENANCE FACILITY	OBLIGATED
080691	NYSDOT	SIGN STRUCTURE REPLACEMENT	OBLIGATED
080692	NYSDOT	PREVENTIVE MAINTENANCE CLEAN/REPAIR	OBLIGATED
080694	NYSDOT	TRAFFIC SIGNAL REQUIREMENTS CONTRACT	OBLIGATED
080695	NYSDOT	EMERGENCY STANDBY CONTRACT LOCATIONS	OBLIGATED
080699	NYSDOT	SIGN REQUIREMENTS CONTRACT	OBLIGATED
080707	NYSDOT	JFK FLYER EXPRESS BUS PARTNERSHIP	OBLIGATED
075740A	SUFFOLK CO	CR82 RESURFACING	COMPLETED
075740B	SUFFOLK CO	CR85 RESURFACING	COMPLETED
075740C	SUFFOLK CO	CR50 RESURFACING	COMPLETED
075740D	SUFFOLK CO	CR96 RESURFACING	COMPLETED
075740E	SUFFOLK CO	CR93 RESURFACING	COMPLETED
0806E6	NYSDOT	TMC ELECTRIC WORK FOR LI REG MANAGE CTR	OBLIGATED

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
0806H6	NYSDOT	TMC PLANNING & FIRE PROTECTION FOR LI REG	OBLIGATED
0806P6	NYSDOT	DURABLE PAVEMENT MARKING CONTRACT	OBLIGATED
080700	NYSDOT	DURABLE PAVEMENT MARKING CONTRACT	OBLIGATED
0B0001	NYSDOT	STATE BRIDGE INSPECTION	OBLIGATED
0B0102	NYSDOT	REGION 10 BRIDGE INSPECTION PROJECT	OBLIGATED
0L2230	NASSAU CO	PURCHASE OF 62 CNG 40 FOOT BUSES FOR REPL	OBLIGATED
0L2350	MTA LI-BUS	PURCHASE OF SUPPORT/NON REVENUE EQUIP	OBLIGATED
0L2360	MTA LI-BUS	BUS OVERHAUL TO MAINTAIN FIXED ROUTE FLEET	OBLIGATED
0L2370	MTA LI-BUS	FACILITY CAPITAL REPLACEMENT\IMPROVEMENT	OBLIGATED
0L2380	MTA LI-BUS	PURCHASE 18 PARATRANSIT BUSES FOR REPLAC	OBLIGATED
0L2410	MTA LI-BUS	PURCHASE OF SUPPORT/NON REVENUE EQUIP	OBLIGATED
0L2420	MTA LI-BUS	BUS OVERHAUL TO MAINTAIN FIXED ROUTE FLEET	OBLIGATED
0L2430	MTA LI-BUS	PURCHASE MISC TO MAINTAIN FACILITIES	OBLIGATED
0L2460	MTA LI-BUS	PURCHASE 79 CNG 40-FOOT BUSES FOR REPLAC	OBLIGATED
0L2580	NASSAU CO	NASSAU COUNTY CLEAN CITIES PROGRAM	OBLIGATED
0L2630	MTA LI-BUS	PARA TRANSIT ALTERNATIVE FUEL CONVERSION	OBLIGATED
0L2660	LONG BEACH	REHAB OF CENTRAL BUS GARAGE CITY OF LB	COMPLETED
0L2840	MTA LI-BUS	PURCHASE EIGHT 35-FOOT EXPANSION BUSES	OBLIGATED
0L2870	MTA LI-BUS	ITS AUTOMATED PASSENGER COUNTER	DROPPED
0L3000	LONG BEACH	PURCHASE OF TWO TRANSIT BUSES FOR REPLAC	COMPLETED
0L3010	LONG BEACH	PURCHASE TWO PARA TRANSIT VANS AND	COMPLETED
0L3020	LONG BEACH	PURCHASE OF BUS SHELTERS FOR CITY OF LB	DELAYED
0L3070	NYSDOT	PURCHASE OF TWO TRANSIT BUSES FOR GREAT	AWARDED
0L3080	NYSDOT	PURCHASE OF 1 PASSENGER BUS FOR FMC	AWARDED
0L3090	NYSDOT	PURCHASE OF 20 PASS BUS FOR SYMWJCC	AWARDED
0L3100	MTA LI-BUS	PURCHASE FOUR EXPANSION SHUTTLE BUSES	DROPPED
0L7260	HART	PREVENTIVE MAINTENANCE FOR HART	OBLIGATED
0L7270	HART	PREVENTIVE MAINTENANCE FOR HART	OBLIGATED
0L7290	HART	REPLACEMENT BUSES\EQUIPMENT FOR HART	OBLIGATED
0L7300	HART	REPLACEMENT BUSES\EQUIPMENT FOR HART	OBLIGATED
0L7420	SUFFOLK CO	SUFFOLK COUNTY CLEAN CITIES PROGRAM	OBLIGATED
0L7550	SUFF CO TRANSIT	PURCHASE TRANSIT BUSES FOR REPLACE SCT	OBLIGATED
0L7560	SUFF CO TRANSIT	PURCHASE TRANSIT BUSES FOR REPLACE SCT	OBLIGATED
0L7580	SUFF CO TRANSIT	PREVENTIVE MAINTENANCE FOR SUFFOLK CTY	OBLIGATED
0L7590	SUFF CO TRANSIT	PREVENTIVE MAINTENANCE FOR SCT	OBLIGATED
0L7640	SUFF CO TRANSIT	PURCHASE PARA TRANSIT VEHICLES FOR SCT	OBLIGATED
0L7710	SUFF CO TRANSIT	PURCHASE TRANSIT BUSES FOR REPLACEMENT	MOVED TO 0L7570
0L8070	SUFF CO TRANSIT	PURCHASE BUS ROUTE SIGNING FOR SCT	OBLIGATED
0L8080	SUFF CO TRANSIT	PURCHASE AND INSTALL BUS SHELTER FOR SCT	OBLIGATED
0L8090	SUFF CO TRANSIT	SUPPLEMENT FARE COLLECTION SYSTEM SCT	OBLIGATED
0L8100	SUFF CO TRANSIT	PURCH ADP HARDWARE AND SOFTWARE FOR SCT	HOLD
0L8110	SUFF CO TRANSIT	PURCHASE OF SUPPORT VEHICLES FOR SCT	HOLD
0L8120	SUFF CO TRANSIT	SUPPL AVL SYS DESIGN AND IMPLEMENT FOR SCT	HOLD
0L8130	SUFF CO TRANSIT	BUS STUDY IMPLEMENTATION FOR SCT	HOLD
0L8140	NYSDOT	PURCHASE OF ONE 20 PASS BUS FOR SCU	AWARDED
0L8150	NYSDOT	PURCHASE OF ONE 20 PASS BUS FOR MTS	AWARDED
0L8160	NYSDOT	PURCHASE OF ONE 24 PASS BUS FOR GJGC	AWARDED
0L8170	NYSDOT	PURCHASE OF ON 12 PASS BUS FOR JTMMH	AWARDED
0L8180	NYSDOT	PURCH OF TWO 12 PASS BUSES FOR FO\NYSMD	AWARDED
0L8190	NYSDOT	PURCHASE OF ONE 24 PASS BUS FOR SV	AWARDED

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
0L8200	NYSDOT	PURCHASE OF TWO 12 PASS BUSES FOR MHI	AWARDED
0L8210	NYSDOT	PURCHASE OF TWO 40 PASS BUSES FOR HRRM	AWARDED
0T1003	NYSDOT	NORTH FORK TRANS STUDY- SOUTHOLD	MERGED TO SEEDS
0T1045	NYSDOT	MB PKWY CONG MITIGATION FROM NY24 TO NSP	DELAYED
0T1168	NYSDOT	TRANSCOM FUNDING	DROPPED
0T1236	NYSDOT	PAVEMENT MATERIAL MAINTENANCE	DROPPED
0T1237	NYSDOT	BRIDGE MATERIAL MAINTENANCE	DROPPED
0T1238	NYSDOT	BRIDGE MATERIAL MAINTENANCE	DROPPED
0T1238	NYSDOT	BRIDGE MATERIAL MAINTENANCE	DROPPED
0T1245	NASSAU CO	TRAFFIC SIGNAL EXPANSION	OBLIGATED
0T1265	NYSDOT	PAVEMENT MATERIAL MAINTENANCE	DROPPED
0T1285	NASSAU CO	NASSAU COUNTY SIGNAL MANAGEMENT SYSTEM	OBLIGATED
0T1292	SUFFOLK CO	SOUTHERN BLVD UPGRADE; NY25 TO NY347	DELAYED
0T1299	SUFFOLK CO	HOSPITAL ROAD BRIDGE OVER NY27 WIDEN	DROPPED
0T1306	NYSDOT	LONG ISLAND TREE SURVEY	DROPPED
0T1400	NYSDOT	PARK & RIDE\BIKEWAY MAINTENANCE CONTRACT	DROPPED
0T1401	NYSDOT	PARK & RIDE\BIKEWAY MAINTENANCE CONTRACT	DROPPED
0T1434	NYSDOT	RECHARGE BASIN RECONDITION	HOLD
0T1471	NYSDOT	BRIDGE IMPROVEMENTS PROGRAM	DELAYED
0T1472	NYSDOT	BRIDGE IMPROVEMENTS PROGRAM	DELAYED
0T1474	NYSDOT	BRIDGE IMPROVEMENTS PROGRAM	DELAYED
0T1499	NYSDOT	SIGN REQUIREMENTS CONTRACT	DROPPED
0T1500	NYSDOT	SIGN REQUIREMENTS CONTRACT	DROPPED
0T1502	NYSDOT	SIGN REQUIREMENTS CONTRACT	DROPPED
0T1543	NYSDOT	PRIORITY INVESTIGATION LOCATIONS CORRECT	DELAYED
0T1544	NYSDOT	PRIORITY INVESTIGATION LOCATIONS CORRECT	DELAYED
0T1562	NYSDOT	BRIDGE VULNERABILITY REDUCTION	DROPPED
0T1563	NYSDOT	BRIDGE VULNERABILITY REDUCTION	DROPPED
0T1566	NYSDOT	NY25 AT CR83 INTERSECTION IMPROVEMENTS	DELAYED
0T1582	NYSDOT	RECHARGE BASIN RECONDITION	DELAYED
0T1585	NYSDOT	DRAINAGE BLOCK	DELAYED
0T1591	NYSDOT	NY27: INSTALL MEDIAN BARRIER 2	DELAYED
0T1599	NYSDOT	BRIDGE MATERIALS FOR MAINTENANCE	DROPPED
0T1600	NYSDOT	PAVEMENT MATERIAL MAINTENANCE	DROPPED
0T1602	NYSDOT	PAVEMENT MATERIAL MAINTENANCE	DROPPED
0T1629	SUFFOLK CO	INTERSECTIONS IMPROVEMENTS ETC	MERGED
0T1660	NYSDOT	ROSLYN RD GRADE CROSSING ELIMINATIONS	MERGED
0T1726	NYSDOT	ELECTRIC VEHICLE STATION CAR DEMO PROG	COMPLETED
0T1729	NYSDOT	TRAFFIC SIGNAL PREEMPT @ RAILROAD CROSS	OBLIGATED
0T1736	NYSDOT	INTERMODAL PATH PROJ VILLAGE OF GREENPORT	OBLIGATED
0TR1.01	NYSDOT	BELMONT LAKE PEDESTRIAN\ BRIDLE TRAIL	OBLIGATED
L402/02/8U	LIRR	TICKET VENDING MACHINES	OBLIGATED
L402/04/2R	LIRR	STATION REHAB PROGRAM	OBLIGATED
L402/04/32	LIRR	ST. ALBANS STATION	OBLIGATED
L402/04/CL	LIRR	AUBURNDALE STATION REHAB	OBLIGATED
L403/01/37	LIRR	RIGHT OF WAY FENCING	OBLIGATED
L403/01/3G	LIRR	CONSTRUCTION EQUIPMENT	OBLIGATED
L403/01/S1	LIRR	TRACK REHAB PROGRAM 2001	OBLIGATED
L403/01/S2	LIRR	TRACK REHAB PROGRAM 2002	OBLIGATED
L404/01/4L	LIRR	BRIDGE REHAB PROGRAM	TRANSFERRED

NSTCC DISPOSITION

<u>PIN</u>	<u>LEAD AGENCY</u>	<u>DESCRIPTION</u>	<u>DISPOSITION</u>
L405/01/5Y	LIRR	VHF BASE STATION REPLACEMENT	OBLIGATED
L405/01/Q5	LIRR	PUBLIC ADDRESS SYS REPLACEMENT	OBLIGATED
L405/01/R5	LIRR	COMMUNICATION POLE LINE REPLACEMENT	OBLIGATED
L405/02/E5	LIRR	DOT GRADE CROSSING COMPLETION	OBLIGATED
L405/02/F5	LIRR	SIGNAL IMPROVEMENTS GROUNDING/ELECTRO-	OBLIGATED
L405/02/G5	LIRR	SIGNAL NORMAL REPLACEMENT PROGRAM	OBLIGATED
L405/02/H5	LIRR	JAMAICA CENTRAL TRAIN CONTROL	OBLIGATED
L405/02/N5	LIRR	CBTC DIESEL FLEET INSTALLATION	DROPPED
L406/03/6C	LIRR	CARWASH BABYLON	OBLIGATED
L406/03/6U	LIRR	AIR CONDITIONING UNIT SHOP	OBLIGATED
L406/03/E6	LIRR	SHOPS AND YARD STUDIES	OBLIGATED
L406/04/6Y	LIRR	BABYLON STATE WAREHOUSE	OBLIGATED
L407/03/7F	LIRR	POWER SUBSTATION RECON: JAY BREAKER	OBLIGATED
L407/03/7H	LIRR	POWER SUBSTATION COMPONENT REPLACE	OBLIGATED
L407/03/7J	LIRR	POWER 3RD RAIL CABLE REPLACEMENT	OBLIGATED
L407/03/7L	LIRR	SUBSTATION BATTERY REPLACEMENT	OBLIGATED
L407/03/7R	LIRR	SIGNAL POWER MOTOR GENERATOR REPLAC	OBLIGATED
L407/03/7S	LIRR	SIGNAL POWER LINE REPLACEMENT	OBLIGATED
L407/03/7X	LIRR	POWER POLE REPLACEMENT	OBLIGATED
L408/04/2V	LIRR	PENN STATION STATE OF GOOD REPAIR	DROPPED
L408/04/IE	LIRR	INDEPENDENT ENGINEER	TRANSFERRED
N61061	NASSAU CO	HARBOR ROAD SAFETY IMPROVEMENTS	COMPLETED
N61079	NASSAU CO	R&P CITY AVE PAVEMENT FROM GERALD PLACE	COMPLETED
N61582	NASSAU CO	RESURFACING VARIOUS COUNTY ROADS	COMPLETED
SC5035	SUFFOLK CO	RECONSTRUCTION OF NORTHVILLE TURNPIKE	DELAYED
SC5045	SUFFOLK CO	INTERSECTION IMPROVEMENT TO CR80 MONTAUK	COMPLETED
SC5065	SUFFOLK CO	TRAFFIC SIGNAL IMPROVEMENT ON COUNTY RDS	DELAYED
SC5093	SUFFOLK CO	CR95: RECON OF LITTLE EAST NECK RD	MOVED TO 0T1630
SC5157	SUFFOLK CO	CR80: INTERSECTION IMPROVEMENTS AT CR36	DROPPED
SC5167	SUFFOLK CO	CR93 RECONSTRUCTION AT LIRR CROSSING	DROPPED
SC5168	SUFFOLK CO	CR11 RECONSTRUCTION OF PULASKI RD	DELAYED
SC5174	SUFFOLK CO	CR80: RECONSTRUCTION AT SUMMIT	DROPPED
SC5176	SUFFOLK CO	DRAINAGE IMPROVE TO CR 67 MOTOR PKWY	COMPLETED
SC5376	SUFFOLK CO	DRAINAGE OF DEER PARK SPILLWAY	OBLIGATED
SC5404	SUFFOLK CO	DEMOLISH ARCH PEDESTRIAN BRIDGE OVER CR4	HOLD
SC5526	SUFFOLK CO	RECONSTRUCTION OF MIDDLE ROAD, HORTON	HOLD
SC5533	SUFFOLK CO	CR67: CONSTRUCTION OF SHOULDERS	OBLIGATED
SC5535	SUFFOLK CO	CR93 INTERSECTION IMPROVEMENTS AT OCEAN	DROPPED
SC5537	SUFFOLK CO	CR39: DRAINAGE IMPROVEMENTS	OBLIGATED
SC5542	SUFFOLK CO	CR40: DRAINAGE IMPROVEMENTS	OBLIGATED
SC5815	SUFFOLK CO	PAINTING OF VARIOUS BRIDGES	HOLD

**APPENDIX C**  
**DISPOSITION OF PREVIOUS TRANSPORTATION IMPROVEMENT PROGRAM**

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X021.42	BELT PARKWAY	10/1/2002				DELETED
X021.45	BELT PARKWAY	7/1/2000				DELETED
X021.62	BELT PARKWAY	10/1/2002				DEFERRED
X021.63	BELT PARKWAY					DELETED
X021.64	LAURELTON PARKWAY					DELETED
X021.65	SHORE PARKWAY	1/1/2006				DELETED
X021.66	BELT PARKWAY					DELETED
X021.67	BELT PARKWAY	8/1/2004				DEFERRED
X024.20	ROUTE 9A/WESTSIDE HWY		NHS	Nov-98	1.238	OBLIGATED
X026.12	CROSS ISLAND PARKWAY	6/1/2017				DEFERRED
X027.04	I-895 SHERIDAN EXPRESSWAY		HBRR	Dec-98	0.352	OBLIGATED
X027.06	BRONX, NY GREENWAY		HPP			<b>DELETED</b>
X034.07	CLEARVIEW EXPRESSWAY	12/1/2003				DELETED
X034.09	CE/GCP/HILLSIDE AVE	4/1/1999				DELETED
X034.10	CLEARVIEW EXPRESSWAY		SDF	Jun-99		OBLIGATED
X041.35	QUEENSBORO BRIDGE	4/1/1995	HBRR	May-98	38,500	OBLIGATED
X041.35	QUEENSBORO BRIDGE	4/1/1995	STPU	Jun-97	1,250,000	OBLIGATED
X041.35	QUEENSBORO BRIDGE	4/1/1995	HBRR	Oct-97	379,385	OBLIGATED
X041.35	QUEENSBORO BRIDGE	4/1/1995	STPU	Dec-96	125,000	OBLIGATED
X041.35	QUEENSBORO BRIDGE	4/1/1995	HBRR	Apr-98	1,347,500	OBLIGATED
X041.35	QUEENSBORO BRIDGE	10/1/1999	HBRR	Apr-97	200,285	OBLIGATED
X041.35	QUEENSBORO BRIDGE	10/1/1999	IT	Oct-96	223,200	OBLIGATED
X041.35	QUEENSBORO BRIDGE	10/1/1999	STPU	Oct-96	1,157,500	OBLIGATED
X051.36	GRAND CENTRAL PARKWAY					COMBINED WITH X051.34
X051.52	GRAND CENTRAL PARKWAY		SDF			OBLIGATED
X071.30	HARLEM RIVER DRIVE/127ST	10/1/2000				DELETED
X071.32	HARLEM RIVER DRIVE	7/1/2004				DELETED
X071.43	FDR DRIVE	6/1/2001				DELETED
X096.14	MLK EXPRESSWAY	2/1/1999	SDF			OBLIGATED
X096.20	SIE & WEST SHORE EXPRESSWAY	6/1/2001				DEFERRED
X103.26	HUDSON RIVER BIKE/PED WAY		CMAQ	Sep-01	2.620	OBLIGATED

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X103.30	MILLER HIGHWAY		HBRR	Nov-98	0.316	OBLIGATED
X103.32	REHABILITATION OF HENRY HUDSON		SDF	Mar-04		DELETED
X110.21	BRONX RIVER PARKWAY	6/1/2012				DELETED
X228.61	LIE (I-495)	9/1/2007				DELETED
X228.62	LIE (I-495)	6/1/2012				DELETED
X228.63	LIE (I-495)	12/1/2003				DELETED
X500.03	HARLEM RIVER PARK ESPLND		CMAQ	Mar-97	0.712	OBLIGATED
X500.30	SI GREENBELT BIKE LOOP		CMAQ	Mar-97	1.400	OBLIGATED
X500.40	GEORGE WASHINGTON BRIDGE		CMAQ	Feb-97	1.200	OBLIGATED
X500.54	STUYVESANT COVE BIKEWAY		CMAQ	Jan-98	0.220	OBLIGATED
X500.56	SHORE PARKWAY BIKE PATH		CMAQ	Sep-00	0.120	<b>OBLIGATED</b>
X500.58	PEDESTRIAN LIGHTING	8/1/1999				DELETED
X500.79	JFK AIRPORT TRANSIT SERVICE		CMAQ	Sep-00	0.400	<b>OBLIGATED</b>
X500.89	EAST 23RD ST FERRY PIER		LOC FUNDED			DEFERRED
X500.90	RANDALLS ISLAND		LOC FUNDED			DEFERRED
X500.91	EAST RIVER FERRY INFRA		LOC FUNDED			DEFERRED
X500.95	FT WASHINGTON PARK		STPU	Sep-00	0.358	OBLIGATED
X500.97	GREENWAYS		CMAQ	Sep-00	0.120	OBLIGATED
X500.98	BIKE PARKING IMPLEMENTATION		CMAQ	Sep-00	0.120	OBLIGATED
X500.99	BIKE NETWORK IMPLEMENTATION		CMAQ	Sep-01	0.471	<b>OBLIGATED</b>
X501.02	QUEENS PLAZA IMPROVEMENT		CMAQ	Sep-01	1.600	<b>OBLIGATED</b>
X501.03	JAMAICA CENTER		CMAQ	Sep-01	0.228	<b>OBLIGATED</b>
X501.05	CADMAN PLAZA IMPROVEMENT		STP	Sep-01	0.240	<b>OBLIGATED</b>
X501.07	GREENPOINT		CMAQ	Sep-01	0.080	<b>OBLIGATED</b>
X501.08	DOWNTOWN BROOKLYN		STP	Sep-01	0.080	<b>OBLIGATED</b>
X501.11	RANDALLS ISLAND		STP	Sep-01	0.480	<b>OBLIGATED</b>
X720.32	I-87 MAJOR DEEGAN EXPWY	6/1/2001				DEFERRED
X720.33	I-87 MAJOR DEEGAN EXPWY	6/1/2001				DEFERRED
X726.83	I-95 CROSS BRONX EXPWY					DEFERRED
X726.86	I-95 CROSS BRONX EXPWY		SDF			DEFERRED
X726.89	THROGS NECK EXPRESSWAY		SDF			COMBINED WITH X730.36
X729.93	I-278 GOWANUS EXPRESSWAY		IM	Jan-00	0.792	OBLIGATED

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X729.95	I-278 GOWANUS EXPRESSWAY		IM	Sep-97	0.405	OBLIGATED
X730.56	I-278 BROOKLYN-QUEENS EXPW	4/1/2009				DEFERRED
X730.70	SI COLLEGE ACCESS		SDF			OBLIGATED
X730.80	I-278 GOWANUS EXPRESSWAY	8/1/2004				DEFERRED
X730.82	I-278 GOWANUS EXPRESSWAY	4/1/2005				DEFERRED
X730.87	I-278 BROOKLYN-QUEENS EXPW	12/1/1999				DELETED
X730.91	I-278 GOWANUS & BQE		SDF			OBLIGATED
X731.02	BRUCKNER EXPRESSWAY	12/1/2005				DEFERRED
X731.06	I-278 BQE	6/1/2007				DELETED
X731.07	BRUCKNER EXPRESSWAY INT	6/1/2002				DELETED
X731.16	I-278 BKLYN-QUEENS EXPR					<b>DEFERRED</b>
X735.57	I-678 VAN WYCK EXPRESSWAY	4/1/2003				DEFERRED
X735.57	I-678 VAN WYCK EXPRESSWAY					<b>DELETED</b>
X735.58	I-678 VAN WYCK EXPRESSWAY					DELETED, FUND USED AS OFFSET FOR XM0301
X735.62	WHITESTONE EXPRESSWAY	9/1/2004				DELETED
X735.65	VAN WYCK EXPRESSWAY	6/1/2009				DELETED
X735.66	WHITESTONE EXPRESSWAY	9/1/2015				DELETED
X751.06	BROOKLYN BRIDGE	9/1/2003				DEFERRED
X751.09	BROOKLYN BRIDGE		HBRR	Mar-98	3.266	<b>OBLIGATED\COMPLETED</b>
X751.09	BROOKLYN BRIDGE		HBRR	Jan-99	0.006	<b>OBLIGATED</b>
X751.58	WILLIAMSBURG BRIDGE		DEMO	Jan-97	17.000	<b>OBLIGATED</b>
X751.83	KAZIMIROFF BOULEVARD	8/1/2000	SDF			DELETED
X754.22	MACOMBS DAM BRIDGE		HBRR	Jan-99	4.680	<b>OBLIGATED</b>
X754.22	MACOMBS DAM BRIDGE		HBRR	Apr-96	2,346,644.00	<b>OBLIGATED</b>
X756.41	COMMUTER PARKING EVAL.		PRE	Jun-94		OBLIGATED
X757.25	COMMUNITY FACILITIES PRK		STPU	Sep-96	0.080	<b>OBLIGATED</b>
X757.29	COLLEGE POINT/FLUSHING STUDY		STPX	May-97	0.320	OBLIGATED
X757.33	PARKING INFORMATION KIOSK		STPX	Nov-97	0.520	<b>OBLIGATED</b>
X757.45	WIDE-AREA DETECTION SYSTEM		STPU	Dec-99	0.294	<b>OBLIGATED</b>
X757.47	SCHOOL CROSSWALK					DELETED
X757.54	RECONSTRUCTION OF 79TH ST					DELETED, FUNDS XTERRED TO X500.19
X757.60	ITS	8/1/1999				DELETED
X757.62	VARIOUS					DELETED

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X757.84	FOREST PARK YELLOW TRAIL					<b>COMPLETED</b>
X758.09	JAYWALKING DEMO.					<b>DELETED, NO FUNDS REC'D</b>
X803.52	PEDESTRIAN CROSSWALKS		STPS	Apr-00	1.586	<b>OBLIGATED</b>
X803.65	PAVEMENT MARKINGS		STPS	Mar-98	2.704	<b>OBLIGATED</b>
X803.66	PAVEMENT MARKINGS		STPS	Apr-00	3.973	<b>OBLIGATED</b>
X803.93	SCHOOL CROSSWALKS		STPS	Apr-00	1.620	<b>OBLIGATED</b>
X804.21	ITS OPERATIONAL SUPPORT					<b>COMBINED WITH X804.22</b>
X804.23	ITS OPERATIONAL SUPPORT		SDF	Mar-04		<b>DELETED</b>
X804.31	SIGNING IMPROVEMENTS	11/1/2000				<b>DELETED</b>
X804.39	GUIDERAILS/FENCES/SIGNS		SDF	Feb-99	2.389	<b>OBLIGATED</b>
X804.66	MPT WHERE & WHEN-5	3/1/1999				<b>DELETED</b>
X805.09	BRIDGE-DIP LAN					<b>DELETED</b>
X805.20	WHERE & WHEN (VMS)	3/1/2000				<b>DELETED</b>
X805.29	FLAGS REPAIR	8/1/1999				<b>DELETED</b>
X805.43	BRIDGE REHABILITATION	4/1/2003				<b>DELETED</b>
X805.48	PAVEMENT MAINTENANCE REQ		SDF	Jun-99	7.882	<b>OBLIGATED</b>
X822.73	NYC PRIVATE BUS PROG					<b>FULLY OBLIGATED</b>
X822.74	NYC PRIVATE BUS PROG					<b>FULLY OBLIGATED</b>
X822.75	NYCDOT PRIVATE BUS PROG					<b>DEFERRED</b>
X822.77	NYC PRIVATE BUS PROG					<b>COMBINED WITH X822.76</b>
X822.80	NYC PRIVATE BUS PROG					<b>DELETED, NO FUNDS REC'D</b>
X822.82	NYCDOT PRIVATE BUS PROG		STPX	Aug-98	0.750	<b>OBLIGATED</b>
X822.83	NYC PRIVATE BUS PROG					<b>DEFERRED</b>
X822.84	NYC PRIVATE BUS PROG					<b>COMBINED WITH X822.76</b>
X823.00	BUILDING OF RAIL SPUR					<b>DELETED</b>
X823.03	PURCHASE OF COMPUTERS					<b>FULLY OBLIGATED</b>
X823.04	PURCHASE OF BUS SIMULATORS					<b>FULLY OBLIGATED</b>
X823.05	NYC PRIVATE BUS PROG					<b>DELETED, NO FUNDS REC'D</b>
X823.06	PURCHASE OF 96 REPL.BUSES					<b>DELETED, NO FUNDS REC'D</b>
X825.36	NYC PRIVATE BUS PROG					<b>FULLY OBLIGATED</b>
X825.37	NYC PRIVATE BUS PROG					<b>FULLY OBLIGATED</b>
X825.38	NYC PRIVATE BUS PROG					<b>FULLY OBLIGATED</b>
X850.90	MANHATTAN BRIDGE		STPU	Jan-97	1.916	<b>OBLIGATED</b>

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X850.90	MANHATTAN BRIDGE		HBRR	Jan-97	3.000	<b>OBLIGATED</b>
X850.90	MANHATTAN BRIDGE		HBRR	Aug-98	36.124	<b>OBLIGATED</b>
X850.90	MANHATTAN BRIDGE		HBRR	Apr-98	34.600	<b>OBLIGATED</b>
X850.90	MANHATTAN BRIDGE		HBRR	Feb-98	16.000	<b>OBLIGATED</b>
XB9902	BRIDGES INSPECTION 99/00		HBRR	Dec-98	5.207	OBLIGATED
XM0001	BRIDGE DRAINAGE CLEANING		SDF	May-00	1.980	<b>OBLIGATED</b>
XM0048	MAINTENANCE TAKEOVER		SDF	May-00	19.737	<b>OBLIGATED</b>
XM0052	5 TO 7 BRIDGE REPAIR	12/1/2000				DELETED
XM0053	5 TO 7 BRIDGE REPAIR	12/1/2000				DELETED
XM0102	CLEAN AND WASH BRIDGES	2/1/2002				DELETED
XM0105	BRIDGE PAINTING	1/1/2002				DELETED
XM0135	BRIDGE DRAINAGE CLEANING	2/1/2002				DELETED
XM0151	5 TO 7 BRIDGE REPAIR	10/1/2001				DELETED
XM0152	5 TO 7 BRIDGE REPAIR	11/1/2001				DELETED
XM0153	5 TO 7 BRIDGE REPAIR	12/1/2001				DELETED
XM0201	BRIDGE DRAINAGE CLEANING	1/1/2003				DELETED
XM0202	CLEAN AND WASH BRIDGES	1/1/2003				DELETED
XM0205	BRIDGE PAINTING	1/1/2003				DELETED
XM0242	SIGNS & STRUCTURE INSPECTIC	1/1/2003				DELETED
XM0248	MAINTENANCE TAKEOVER	1/1/2002				DELETED
XM0252	5 TO 7 BRIDGES	11/1/2002				DELETED
XM0253	5 TO 7 BRIDGES	12/1/2002				DELETED
XM0260	MAIN REP OF MASON	4/1/2002				DELETED
XM0302	CLEAN AND WASH BRIDGES	1/1/2004				DELETED
XM0305	BRIDGE PAINTING	1/1/2004				DELETED
XM0335	BRIDGE DRAINAGE CLEANING	4/1/2003				DELETED
XM0342	SIGNS & STRUCTURES	2/1/2004				DELETED
XM0352	5 TO 7 BRIDGES REPAIR	12/1/2003				DELETED
XM0353	5 TO 7 BRIDGES REPAIR	12/1/2003				DELETED
XM0360	MAIN REP OF MASON	2/1/2004				DELETED
XM0401	BRIDGE DRAINAGE	1/1/2005				DELETED
XM0402	CLEAN AND WASH BRIDGES	3/1/2005				DELETED

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XM0405	BRIDGE PAINTING	1/1/2005				DELETED
XM0448	MAINTENANCE TAKEOVER	2/1/2003				DELETED
XM0452	5 TO 7 BRIDGES REPAIR	11/1/2004				DELETED
XM0453	5 TO 7 BRIDGES REPAIR	12/1/2004				DELETED
XM0460	MAIN REPAIR OF MASON	4/1/2004				DELETED
XM0501	BRIDGE DRAINAGE	1/1/2006				DEFERRED
XM0530	CRACK SEALING	12/1/2005				DEFERRED
XM0535	BRIDGE DRAINAGE	4/1/2005				DELETED
XM0551	5 TO 7 BRIDGES REHAB	10/1/2005				DEFERRED
XM0552	BRIDGE REPAIR	10/1/2005				DELETED
XM0553	BRIDGE REPAIR	10/1/2005				DELETED
XM0554	BRIDGE REPAIR	10/1/2005				DEFERRED
XM0555	STRUCTURE SEALING	10/1/2005				DEFERRED
XM0603	BRIDGE PAINTING	1/1/2007				DEFERRED
XM0660	MAIN REPAIR OF MASON	4/1/2006				DELETED
XM9705	MAJOR DEEGAN EXPRESSWAY		HBRR	Sep-00	1.809	<b>OBLIGATED</b>
XM9705	MAJOR DEEGAN EXPRESSWAY		HBRR	Dec-98	0.447	<b>OBLIGATED</b>
XM9801	BRIDGE DRAINAGE CLEANING		SDF	Mar-99	1.545	<b>OBLIGATED</b>
XM9802	CLEAN AND WASH BRIDGES		SDF	May-99	0.591	<b>OBLIGATED</b>
XM9803	BRIDGE PAINTING	1/1/1999				DEFERRED
XM9830	CRACK SEALING		SDF	May-99	3.929	<b>OBLIGATED</b>
XM9831	MAINTENANCE SWEEPING		SDF	Mar-99	5.371	<b>OBLIGATED</b>
XM9840	IMPACT ATTEN SPARE PARTS		SDF	Jun-05	1.250	<b>OBLIGATED</b>
XM9851	5 TO 7 BRIDGES REHAB P.M.		SDF	May-99	3.377	<b>OBLIGATED</b>
XM9902	CLEAN AND WASH BRIDGES		SDF	May-00	0.574	<b>OBLIGATED</b>
XM9903	BRIDGE PAINTING	1/1/2000				DELETED
XM9905	BRIDGE PAINTING	1/1/2000				DELETED
XM9920	WHERE & WHEN, PHASE XI		SDF	Oct-99	3.698	<b>OBLIGATED</b>
XM9930	CRACK SEALING		SDF	May-00	2.965	<b>OBLIGATED</b>
XM9940	IMPACT ATTEN SPARE PARTS		SDF	Jul-99	1.350	<b>OBLIGATED</b>
XM9953	5 TO 7 BRIDGES REPAIR	12/1/1999				DELETED

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XR0302	BRIDGE INSPECTION					DEFERRED
XSAP98	CONCRETE VULNER ASSESS		HBRR	Mar-99	3.120	<b>OBLIGATED</b>
XT1546	SFY99/00 CMAQ BLOCK	9/1/2000				DELETED
XT1554	REVIEW OF PROJECTS					DELETED
XT1555	FFY00 STPU BLOCK					DELETED
XT1556	FFY01 STPU BLOCK					DELETED
XT1557	FFY02 STPU BLOCK					DELETED
XT1559	FFY04 STPU BLOCK					DELETED
XT2000	STP TRANSFER TO MTA		STPU/STPX	May-00	11.500	<b>OBLIGATED</b>
XT9702	STP TRANSFER TO MTA		STPX	Sep-99	6.831	<b>OBLIGATED</b>
XT9801	CMAQ TRANSFER TO MTA		CMAQ	Sep-98	27.369	<b>OBLIGATED</b>

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
S04A0205	Purch& Install AC&DC Power Eqp	SI04-2603
S4070101	St George Track/Switch DES	SI02-5478
S4070103	Survey 27 Thruspans	SI02-6032
S4070104	P.A.Systems: SIR Stations DES	SI01-4543
S4070105	Repair Thruspans	SI02-6033
S4070106	Rehab 4 Substation Enclosures	SI04-5842
S4070107	Equip Purchase (Work Trains)	SI07-5359
S4070108	Clifton Shop Repairs	SI05-5822
S4070110	Right-of-Way Fencing	SI06-5225
S4070111	Misc Projects, Equip Purchases	SI07-5227
S4070114	St. George Stadium Station	SI01-6551
T04A023A	Grand Central Mezz:LEX	ST02-0906
T04A11AR	*STAR: Artwork (1989-1991)	ST07-4158
T06A04K1	5 Locations:4AV	MW19-2682
T09A02X3	*EQ:Mulford:PEL/IRT/Bx	PW03-3362
T09A02X7	*EQ:W.Bwy/Murray St:BW7/IRT	PW03-3344
T12A03UQ	*126th St Bus Parking Prop Acq	SF06-4198
T30101A1	Purch 1,080 A Division Cars	CM09-5020
T30101B1	Purch 212 B Division Cars	CM09-5257
T30302A8	260 Articulated Buses:1998	SF02-5469
T30404FB	AFC Eqpt: NYCDOT	RC07-5373
T30404U1	Station Power Upgrade:1992	RC08-4759
T30404U5	Station Power Upgrade:1996	RC08-4262
T30406L5	Lighting Upgr 20 Stations DES	MW36-4737
T3040713	Repl 13 Elev-5 Locs	MW48-4124
T30407F9	Repl 8 Esc-5 Locs	MW03-5072
T30407G1	Repl 9 Esc-5 Locs	MW03-5800
T304111I	Rcnstr: Main St-Flushing	ST02-0897
T304111T	Reconstr: Times Square Ph 1	ST02-4893
T304114B	Reh: Chambers St-8 Av	ST07-4653
T304114I	Reh: Whitehall St-Bwy	ST07-4804
T304114K	Reh: 8 Av-Canarsie	ST07-4809
T304114M	Reh: Park Place-Bway/7 Av	ST07-4954
T304115C	Reh: Bway/ENY-Fulton	ST07-4953
T304115D	Reh: Bway Junction-Canarsie	ST07-4944
T304115E	Reh: Eastern Pkwy-Jamaica	ST07-4941
T304115H	Reh: 161 St-Concourse	ST07-4905
T304115I	Reh: 161 St-Jerome	ST07-4771
T304115P	Reh: Utica Av/EPK	ST07-4948
T304116D	Reh: 34 St-8 Av	ST07-4610
T304116I	Reh: 42 St-6 Av	ST07-4697
T304116M	Rcnstr:72 St-Bwy7Av	ST02-4947
T3041195	1995-1999 Station Artwork	ST07-5527
T30411GC	Grand Central Phs 2	ST07-4600
T30411J1	Reh: Gates Av-Jamaica	ST07-5527
T304131T	ADA: Times Square Ph 1	ST04-4893
T304136K	ADA: Roosevelt Ave-QBL	ST04-4907
T304138A	ADA: Atlantic Avenue	ST04-3800
T30602BL	TunLig:Bergen Av-96 St Lenox	MW18-4293

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ACEP	PROJECT_DESC	Plan No
T30602DT	TunLig:Dyckman-96 St Bwy/7 Av	MW18-4295
T306036A	Fans:6AV-3 Locs DES	MW24-5061
T30603MT	Fans:Montague Tube, 4 Fans	MW24-5060
T30603U5	Fan Wrap-Up:11 Locs-63 St	MW24-4601
T30603W4	Fans:Joralemon Tube	MW24-4868
T30603W6	Fan Wrap-Up:6 Locations 1996	MW24-4994
T3070363	Track Remedy, 63 St Line	MW50-5447
T30703BR	Repl EI/Mch Eqpt:S Chnl Brd	MW49-5460
T30703CU	Repair Culver Viaduct Phs 1	MW49-5459
T30703FS	Franklin Shuttle Reconstr	MW49-4735
T30703LP	Lead Abatement:Jerome	MW58-5605
T30703SC	Rockaway Piers	MW49-5658
T30703VX	Sta Vent/Vault Reprs Phs 2	MW01-5764
T30803CI	Signals: SSI Pilot DES	MW38-5802
T30803CN	CBTC: Canarsie (8Av-RkPky)	MW56-4586
T30803CY	25Hz Signal Power Converters	PW03-5707
T30803FB	Eqpt:WPR Ph1 (241St-BxPkE)	MW53-4578
T30803FL	Signals:Flushing Ph1 111/Main	MW38-5729
T30803PB	Eqpt:Pelham (3Av-PelBayPk)	MW53-4329
T30803WB	Signals: Jamaica (WmsbrgBr)	MW38-5477
T30803WE	Signals: West End (36St-Stlwl)	MW38-5407
T30806BS	Upgrade RTO Base Stations	TR02-5157
T30806CO	CBTC: Phase 3A	MW56-6120
T30806R3	Comm Rms: 58 Locs	
T30806R4	Comm Rms: 36 Locs	ST18-6018
T30806R5	Comm Rms: 16 Locs	ST18-6019
T30806R6	Comm Rms: 45 Locs	ST18-6058
T30806R7	Comm Rms - Various Locs	ST07-4944
T30806T3	Telecable Modrn (1999)	MW17-4845
T30807AS	Rail Control Center Facility	TR01-4624
T30807AT	Auto Trn Suprv, Phs 1 (Div A)	TR01-4315
T30902FA	Substn:7 Av/W 16St	PW03-1529
T30903PT	New Substn:Roosevelt Island	PW04-4316
T31003H7	Heating Plant Rehab:207 St	MW29-5110
T3100418	Shop Rehab:E180 St	CM03-4714
T31004SE	Replace Shop Equipment	CM05-5109
T31203BB	Zerega Ave CMF/Training Fac	SF06-5936
T31203CD	Coliseum Depot Repl	SF06-4996
T31203V5	Fresh Pond Maint Facility	SF06-3753
T31204PG	Artc Paint Bth: Gun Hill	SF16-5971
T31204SN	CNG Modif:Gleason Phs 2	SF07-5689
T31208W2	Waste Water Cntrl:5 Loc	SF01-4349
T31302RG	Purch Rail Grinder	MW10-4854
T31403RB	Police Radio Comm Sys Exp/Upgr	PL05-4400
T31404X4	New DO#12: E.180 St-WPR	PL04-4382
T31502Q4	63 St Con:Track & Signls (4)	EN12-4743
T31503QP	63 St Con:Property Acq	EN12-3595
T31504S2	Study:Manh East Side Alternv	EN12-4410
T316029D	Project Completion Tasks	MW18-4295

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T31602MT	Miscellaneous Projects	CB01-5365
T31602S1	SIR Signal Modernization	SI03-4425
T31604CP	Integrate Capital Sys:Phs 1	EN04-5000
T316051D	Scope Development	EN05-5195
T31605B3	Boring Services:Manh/Bx '95	EN01-5179
T31605E4	Misc Eng/Arch Services	EN01-5184
T31606A4	Asbestos Management Program	EN01-5411
T31606F3	Fire Protection Program	SS04-4559
T31606U3	Underground Tank Repl Pgm	SS03-5630
T31606UB	Add'l Undgrd Tank Repl:1993	SS03-4826
T31607S5	DistMgrOff: Bwy/E Pkwy-Jamaica	ST03-4941
T40101A2	Purchase 320 A Div Cars	CM09-5023
T40101A4	Purchase 80 A Div Cars	CM09-6616
T40101B1	Warranty: 212 R143 B Div Cars	CM09-5257
T40101B2	Purchase 660 B Div Cars	CM09-5022
T40101W1	Purchase Subway Car Wheels	CM12-6493
T403021P	250 Paratransit Vehicles 2001	SF17-6445
T403022P	213 Paratransit Vehicles 2002	SF17-6492
T403023P	220 Paratransit Vehicles 2003	SF17-6501
T40302A0	325 Articulated Buses 2002	SF02-5035
T40302D1	Advanced Tech Bus Development	SF02-5881
T40302E0	190 OTR Express Buses 2000	SF02-5731
T40302E1	100 OTR Express Buses 2002	SF02-5880
T40302ER	Diesel Engine Repl. 765 Buses	SF02-6349
T40302P1	Retrofit Particulate Filters	SF15-4842
T404027C	Struct Repl:City Hall/Bwy-BMT	ST15-4811
T404029D	Struct Replacement: Foley Squa	ST15-5844
T40402S2	Strct Remedy Kings Hwy BRT	ST15-5242
T40402S3	Strct Remedy Chambers St NAS	ST15-6009
T40404M3	Fare Media Ph 2	RC03-5876
T40404M5	MVM Tasks	RC10-4265
T40406L4	Lighting Upgr 19 Stations	MW36-4865
T40406L5	Lighting Upgr 16 Stations	MW36-4737
T40406L6	Lighting:6 Stations-ARC,63	MW36-6050
T40406L7	Station Emergency Ltg: 65 Stns	MW36-6354
T404078F	Replace 5 Elevators	MW48-5076
T404079F	Replace 5 Elevators 2 Locs	MW48-5259
T40407E1	Repl 8 Esc Bowling Green	MW03-5074
T40407E2	Repl 12 Esc Herald Square	MW03-5075
T40407E3	Repl 8 Esc Roosevelt Islnd DES	MW03-5818
T40407US	Gap Fillers: Union Square	MW01-5719
T40409PW	PA/CIS Wrap-Up	ST12-6056
T40409S1	Station Signage 2002	ST06-5831
T40409T1	CCTV: 98 Platform Edges Ph 2	TR01-5801
T4041108	Rehab Howard Beach RKY	ST07-5855
T4041111	Rehab:New Lots Av CNR DES	ST07-5531
T4041112	Rehab:Sutter Av CNR DES	ST07-6323
T4041113	Rehab:Livonia Av CNR DES	ST07-6324
T4041114	Rehab:E 105th St CNR DES	ST07-6403

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ACEP	PROJECT_DESC	Plan No
T404111A	Rehab Mt Eden Ave JER	ST07-4613
T404111B	Rehab 176th St JER	ST07-5498
T404111C	Rehab 170th St JER	ST07-5499
T404111D	Rehab 167th St JER	ST07-5515
T404111E	Rehab E Tremont-W Farms WPR	ST07-4615
T404111F	Rehab Freeman St WPR	ST07-5548
T404111G	Rehab Jackson Ave WPR	ST07-5550
T404111H	Rehab Prospect Ave WPR	MW23-5549
T404111J	Rehab Simpson St WPR	ST07-5488
T404111K	Rehab 28 St BWY-BMT	ST07-6095
T404111L	Rehab 174th Street WPR	ST07-5547
T404111N	Rehab Neptune Ave CUL	ST07-6348
T404111W	Rehab West 8 St BRT	ST07-4671
T404112A	Rehab 59th St BW7 DES	ST07-5845
T404112B	Rehab 59th St 8AV DES	ST07-5846
T404112C	Rehab Gun Hill Rd WPR	ST07-5231
T404112E	Rehab 238th St WPR	ST07-5860
T404112F	Rehab 233rd St WPR	ST07-5937
T404112G	Rehab 225th St WPR	ST07-5989
T404112H	Rehab 219th St WPR	ST07-5990
T404112I	Rehab Burke Ave WPR	ST07-5997
T404112J	Rehab Allerton Ave WPR	ST07-5998
T404112K	Rehab Bronx Park East WPR	ST07-5999
T404112L	Rehab Marcy Ave JAM	ST07-6085
T404112O	Rehab 241st St WPR	ST07-5859
T404113A	Rehab Myrtle Ave CNR	ST07-4612
T404113B	Rehab 183rd St JER	ST07-5489
T404113C	Rehab Woodlawn JER	ST07-5517
T404113G	Rehab Fordham Rd JER	ST07-5543
T404113H	Rehab Burnside Ave JER	ST07-5493
T404113I	Rehab Wyckoff Ave MRT	ST07-5503
T404113J	Rehab Avenue M BRT	ST07-5504
T404113K	Rehab Neck Rd BRT	ST07-5507
T404113L	Rehab Alabama Ave JAM	ST07-6000
T404113M	Rehab Van Siclen Ave JAM	ST07-6001
T404113N	Rehab Cleveland St JAM	ST07-6002
T404113O	Rehab Norwood Ave JAM	ST07-6003
T404113P	Rehab Crescent St JAM	ST07-6004
T404113Q	Rehab Avenue H BRT	ST07-5510
T404113R	Rehab Avenue J BRT	ST07-5511
T404113S	Rehab Avenue U BRT	ST07-5512
T404113Z	Rehab Jay St FUL DES	ST07-5235
T404114L	Rehab Bedford Park Blvd JER	ST07-5519
T404114M	Rehab Kingsbridge Rd JER	ST07-5520
T404114N	Rehab Mosholu Pky JER	ST07-5518
T404114O	Rehab 191st St BW7	ST07-6105
T4041150	Rehab 50th St. 8AV DES	ST07-6389
T404115A	Rehab 71st Ave QBL DES	ST07-6084
T404115B	Rehab Union Tnpg QBL DES	ST07-4692

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T404115O	Rehab Lexington Ave QBL	ST02-4658
T404116J	Rehab 74th St-Broadway FLS	ST07-4906
T404116K	Rehab Roosevelt Ave QBL	ST07-4907
T404117C	Rehab 125th St LEX	ST07-5485
T404119B	Rehab Pelham Pky WPR	ST07-4614
T404119D	Rehab Delancey St 6AV	ST07-4673
T404119E	Rehab Essex St NAS	ST07-4674
T404119F	Rehab 96th St BW7 DES	ST07-5487
T404119G	Rehab 8th St BWY-BMT	ST07-4617
T404119H	Rehab 23rd St BWY-BMT	ST07-5505
T404119I	Rehab 77th St LEX	ST07-5484
T404119J	Rehab 86th St LEX	ST07-5492
T404119K	Rehab 110th St. LEX	ST07-6481
T404119M	Rehab 42nd St 8AV	ST07-4616
T404119O	Rehab Dekalb Ave 4AV	ST07-5491
T404119R	Rehab Queens Plaza QBL	ST07-5500
T404119U	Rehab Prince St BWY-BMT	ST07-4815
T404119V	Rehab 116th St LEX	ST07-5508
T40411A6	Rehab 231st St BW7	ST19-6088
T40411AW	2000-2004 Station Artwork	ST07-4615
T40411BM	Rehab E Pky-Bklyn Museum EPK	ST07-6462
T40411C1	Rehab 103rd St BW7	ST07-6515
T40411C2	Rehab 110th St BW7	ST07-6516
T40411C3	Rehab 116th St BW7	ST07-6504
T40411C4	Rehab 125th St BW7	ST19-6517
T40411GJ	Rehab 149/Grand Conc JER DES	ST07-5495
T40411GW	Rehab 149/Grand Conc WPR DES	ST07-5496
T40411T2	Rehab Times Sq Complex Ph 2	ST02-5740
T40411W2	Water Condition Remedy 2002	MW12-5829
T40411W3	Water Condition Remedy 2004	MW12-5827
T40411X2	Rehab Bleecker Street LEX DES	ST07-5546
T40411X3	Rehab Lawrence St BWY-BMT DES	ST07-6338
T40412I2	Intermodal Pelham Bay Pk Ph 1	ST09-6021
T40412JC	Intermodal Jamaica Center	ST09-5272
T40412X2	X-fer Bway-Lafayette/Bleckr DES	ST09-5250
T40412X3	X-fer Lawrence St/Jay St DES	ST09-5560
T40412X4	Court Square Moving Walkway	MW39-6463
T4041301	ADA Kings Highway BRT	ST04-6347
T404132A	ADA 59 St-Col Cir Cmplx DES	ST04-5846
T404132F	ADA 233rd St WPR	ST04-5937
T404132L	ADA Marcy Ave JAM	ST04-6085
T4041335	ADA 34th St Local BW7	ST04-5639
T404133A	ADA Myrtle-Wyckoff Complex	ST04-5503
T404133G	ADA Fordham Road JER	ST04-5543
T404133Z	ADA Jay St FUL DES	ST04-5235
T404135A	ADA 71st Ave QBL DES	ST04-6084
T404135B	ADA Union Turnpike QBL DES	ST04-4692
T404135P	ADA Utica Ave EPK	ST04-4948
T404136K	ADA 74 St-Roosevelt Ave Cmplx	ST04-4907

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T404139B	ADA Pelham Pkwy WPR	ST04-4614
T404139F	ADA 96th St BW7 DES	ST04-5487
T404139O	ADA Dekalb Ave 4AV	ST04-5491
T404139R	ADA Queens Plaza QBL	ST04-5500
T40413A1	ADA West 4th St 8AV	ST04-5824
T40413A2	ADA 179th St QBL	ST04-5907
T40413A3	ADA 125th St 8AV	ST04-6091
T40413A4	ADA Euclid Ave FUL	ST04-6090
T40413A5	ADA 168th St 8AV	ST04-6089
T40413A6	ADA 231st St BW7	ST04-6088
T40413AA	ADA Junction Blvd FLS	ST04-5908
T40413AS	ADA Survey (2001)	ST04-6086
T40413T2	ADA Times Square: Ph 2	ST04-5740
T40413X2	ADA Bleecker Street LEX DES	ST04-5546
T40413X3	ADA:Jay/Lawrence Transfer DES	ST04-5560
T4050201	Repl North Tks-Manhattan Br	MW26-6576
T40502FC	Track Force Account (2002)	MW26-5807
T40502FD	Track Force Account (2003)	MW26-5809
T40502T2	Mainline Track Rehab I/H 2001	MW26-5045
T40502T3	Mainline Track Rehab I/H 2002	MW26-5806
T40502T4	Mainline Track Rehab I/H 2003	MW26-5808
T40502T5	Mainline Track Rehab I/H 2004	MW26-5810
T40503JC	Mainline Switch Repl I/H 2001	MW28-5051
T40503KC	Mainline Switch Repl I/H 2002	MW28-5812
T40503LC	Mainline Switch Repl I/H 2003	MW28-5813
T40503MC	Mainline Switch Repl I/H 2004	MW28-5814
T406021A	Tun Ltg: 95th St-Pacific 4AV	MW18-6016
T406021C	Tun Ltg Delncy-34 6AV/Prtl CHT	MW18-5058
T40602FG	Tun Ltg: Flushing Line	MW18-4598
T40602GB	Tun Ltg: Bowling Gr-Bkln Br	MW18-4296
T40602S2	Tun Ltg: 125th-168th St 8AV	MW18-5915
T40602S4	Tun Ltg: Metro-Bedford:XTN	MW18-5917
T406036A	Fans 6AV 3 locs	MW24-5061
T406036B	Fans 6AV 4 locs	MW24-5063
T40603EX	Elizabeth St/Bowery 6AV	MW24-5062
T40603EY	Fan: Stanton / Chrystie 6AV	MW24-6439
T40603F1	Fans FUL 2 locs	MW24-5931
T40603F3	Fans 6AV 5 locs DES	MW24-5932
T4060401	Pumps 2 Locs: BWY-BMT,4AV	MW19-5066
T4060402	Pumps 8AV 6 locs	MW19-5064
T4060403	Pumps 3 Locs: 6th Ave- DES	MW19-5067
T40604FU	12 Pumps FUL	MW19-4308
T40604P1	Pumps: 10 Locs QBL	MW19-5065
T40605C1	Circuit Breaker Houses: 3 Locs	MW25-5408
T40605C4	Jay St Equalizer Div Tie CBH	MW25-5815
T40605C5	Circuit Brkr Houses-6 loc	MW25-5409
T40605CC	Rehab 9 Circuit Breaker Hou	MW25-5988
T40605CN	Replace +/- Cables CNR	MW25-5898
T40605CY	Power Disribution CNR Yd	MW25-5451

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ACEP	PROJECT_DESC	Plan No
T40605EN	Repl CBHs & +/- Cable ENY Yd	MW25-4310
T40703AI	Rcnfg Atlantic Av Intrlck Ph 2	MW49-5775
T40703BL	Overcoating Shpshd Bay-W8 BRT	MW62-5922
T40703BR	Overcoat: 215 St - 242 St BW7	MW62-6432
T40703BT	BRT: Sheepshead Bay-W8	MW49-5922
T40703CL	Overcoat 5 Trestles CUL	MW62-6431
T40703E1	CUL: Ave N-Van Siclen	MW49-5923
T40703E2	JAM: EParkway-Cypress Hls	MW49-5924
T40703FC	Flushing Viaduct Columns	MW49-4548
T40703FL	Overcoat: Qnboro Plz-33 St FLS	MW62-6433
T40703FQ	QNSBORO PLZ-HNTRS PT STRCT FLS	MW49-5921
T40703L1	Strip-Repaint AST	MW58-5746
T40703LF	Strp-Repnt:Q'boro PI-Hn Pt:FLS	MW58-5920
T40703LL	Overcoat Lib Ln:75 St-Lefferts	MW62-6430
T40703LW	Strip-Repnt Bx Pk E-241 WPR	MW62-5747
T40703M2	Control ROW Access 2002	MW01-6514
T40703M3	Control ROW Access 2003	MW01-6620
T40703NA	Newkirk Ave Station Plaza BRT	MW22-6078
T40703NB	Newkirk Ave Deck Repl BRT	ST15-6511
T40703NS	Nassau Line Reconfiguration	MW50-5082
T40703OP	Struct Rehab: Ocean Pkwy DES	MW49-5080
T40703S1	Joralemon-Nevins: Sound & Tap	MW50-5369
T40703S2	Str Reh: 125-168th St: 8AV	MW50-5915
T40703S3	BWY-BMT: Lexington-42nd St DES	MW50-5916
T40703S4	XTN: Grnpt Av-Bedford-Nostrnd	MW50-5917
T40703SA	Stillwell Terminal Temp Fac	MW49-5928
T40703SB	Stillwell Terminal Recon	MW49-4549
T40703VY	Sidewalk/Vault Repairs 2001	MW01-5927
T40703WR	WPR: Bx Pk E-241 St	MW49-5657
T4080305	CBTC Signals: Flushing Ln DES	MW56-4587
T408039C	Concourse Fixed Block Signals	MW38-5090
T40803C2	Sys-wide Signal Ctrl Mods Ph2	MW01-5983
T40803CI	SSI Pilot: Bergen St	MW38-5802
T40803D2	Rmv 6 Aband Towers JER&WPR	MW61-5866
T40803F2	Flushing Interlocking Ph 2	MW38-5868
T40803FC	Eqpt WPR Ph2 149St-180St	MW53-5671
T40803O2	Rmv 7 Aband Towers PEL,WPR,BW7	MW61-5867
T40803Z2	Signal Key-By Circuit Mods	MW38-5864
T40806D1	Data Ntwk: SONET & IRT-ATM	MW17-5968
T40806D2	Data Ntwk: IND/BMT-ATM	MW17-5969
T40806F1	Fiber Optics: Livingston Plaza	MW17-6427
T40806P2	PA/CIS: 156 Stations IRT	ST12-4248
T40806P3	PA/CIS: IRT PE	ST12-4249
T40806P4	PA/CIS: 24 Stns Canarsie Line	ST12-5276
T40806R1	Systemwide Wireless Cts:DES	MW43-5878
T40806R7	Comm Rms: 4 Locs	ST18-6059
T40806R8	Comm Rms: 52 Locs - Power/Vent	ST18-6331
T40806RB	Comm Rms: 98 Stns - IND/BMT	ST18-5862
T40806T1	Systemwide App Migration Ph 1	MW17-6060

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T40807AB	Auto Train Supv B DIV DES	TR01-5229
T40807C2	Command Center Migration	MW17-6341
T40902A1	Emergency Alarms IRT DES	MW16-5424
T40902BB	Substn Bushwick-Boerum	PW08-3375
T40902NS	Substn Mod Nostrand Ave	PW08-3340
T40902SB	Substn Mod Sheepshead Bay	PW08-3357
T40902SE	Substation Enclosures	PW02-6116
T40902X8	Substn Mod 239th St	PW08-3356
T40903S1	Rehab Harlem Substation 8AV	PW09-5099
T40903S3	Rehab Cliff St Substation 8AV	PW09-6015
T40903S4	Rehab 3 Substations IND DES	PW09-5902
T40903S5	Rehab 3 Substations IND DES	PW09-6503
T40903Z1	Ctrl & Bat Cables 4 Substn CZs	PW10-5104
T41004A1	Recon: Corona Maint Shop	CM03-5293
T41004AX	Recon:207th St. O/H Shop DES	CM03-5106
T41004B1	Rehab Pitkin Maint Shop DES	CM03-5108
T4100601	38th St Yard/Shop DES	MW33-5111
T4100695	1095 Rockaway Ave Fleet Admin	MW33-6110
T4100699	Rehab 99 St Ele/Lighting Shop	MW33-5966
T41006HS	Rehab Sands St. Hydraulic Shop	MW33-5461
T41006LT	Rehab Linden Track Shop	MW33-5745
T41006LX	Linden Shop Exp (Frito Lay)	MW33-5794
T4110224	240th St Yard Deck Rehab	MW09-1855
T41102H5	Yard Hydrant Systems	SS04-5951
T41102L1	38th St Yard Lighting	MW31-5985
T41102L2	Jamaica Yard Lighting	MW31-5986
T41102S1	New Yard, Phase 1	EN12-5304
T41102SU	Security Upgrade All Yards	PP02-6013
T41105T2	Yard Track Rehab I/H 2002	MW46-5835
T41105T3	Yard Track Rehab I/H 2003	MW46-5836
T41105T4	Yard Track Rehab I/H 2004	MW46-5837
T41106S2	Yard Switch Repl I/H 2002	MW51-5838
T41106S3	Yard Switch Repl I/H 2003	MW51-5839
T41106S4	Yard Switch Repl I/H 2004	MW51-5840
T4110905	CBTC Signals: Corona Yard DES	MW56-6586
T41109CY	Canarsie Yard Signal Mod.	MW38-5451
T4120310	100th St Depot	SF06-4700
T41203BC	Grand Avenue Depot/CMF	SF06-4027
T41203KP	Bus Terminal: Kings Plaza	SF06-4995
T41203P1	Parking Expansion 4 Depots	SF06-6025
T41203P2	Parking Expansion ENY Depot	SF06-6550
T4120401	Paratransit AVL M DES	SF03-6579
T412044A	Amsterdam Depot Emergency Rprs	SF07-6355
T412044B	Castleton Exp Empl Fac & Store	SF07-6329
T412044C	Parallelogram Lifts-5 Depots	SF04-5126
T412044D	Yukon Slab and Elevator	SF07-6356
T41204BC	Manhattanville CNG Mods	SF06-5305
T41204DS	Depot Security Improvements	SF07-6510
T41204GS	Roof Repl:Gleason-Steng. DES	SF07-6425

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T41204HU	Bus Locator System	SF06-6447
T41204P2	Paving: 3 Locs	SF07-5716
T41204W1	Windows / Roofs 4 Locs	SF07-5122
T41204W2	Bus Washers: 5 Locs	SF08-5712
T41204WA	Quill Mods for Artic Buses	SF04-6029
T41302O2	Convert 40 Rider, De-Icer Cars	MW10-1373
T41302O4	Purchase 16 CWR Handlers	MW10-5617
T41302O5	Convert 9 Reach Cars	MW10-5619
T41302O6	Modernize 12 Locomotives	MW10-6475
T41302P3	Purchase 12 Crane Cars	MW10-1374
T41302P4	Purchase 9 Locomotives	MW10-2021
T41302TC	Purchase 4 Tamper Cars	MW10-5730
T413041A	Vehicle Replc 2000-2001	FS01-5741
T413042A	Vehicle Replc 2002-2003	FS01-5911
T41403P1	Police Portable Radios	PL05-4406
T414042R	D.O. #23 Rockaway Park	PL04-4397
T41404P2	D.O. #4 Union Square	PL04-5142
T41404P3	D.O. #33 East New York	PL04-4384
T41404P4	Transit District 34-Stillwell	PL04-5315
T41505ER	WTC Emergency Repairs	MW50-6482
T41602CR	Capital Revolving Fund	CB05-5884
T41602IO	Owner Controlled Insurance	CB08-6339
T41604I2	ISD: Repl AS400 & RS6000	IM02-5739
T41604I3	ISD: Systems (2002)	IM01-6111
T41605B1	Boring Services: M/Bx 2001	EN01-5181
T41605B2	Boring Services: Bk/Q/SI 2001	EN01-5182
T41605B3	Boring Services: M/Bx 2003	EN01-6071
T41605B4	Boring Services: Bx/Q/SI 2003	EN01-6072
T41605C1	Concrete Cylinder Testing	EN01-6069
T41605CA	Concrete Batch Plnt Inspection	PD01-5200
T41605E1	MTA Independent Engineer: 2002	EN01-4749
T41605ME	Misc Engineering Services	EN01-5190
T41605MT	Material Inspection/Testing	EN01-6076
T41605PS	Scope Development	EN05-5196
T41605T1	Test Pits Contracts	EN01-6067
T4160653	Fire & Disch Tubes/53 St Tubes	SS04-5069
T41606A2	Asbestos Air Mon IQ Cnslt 2001	SS02-5654
T41606A5	Asbestos Abate Priority V	SS02-5205
T41606A7	Asbestos Abate IQ Cnslt 2002	SS02-5943
T41606EA	Environmental Analysis	EN01-5744
T41606F1	Fire Safety Systems: 2 Locs	SS04-5955
T41606F3	Fire Alarm 126 St Depot	SS04-5959
T41606F7	Standpipe Steinway Tube FLS	SS04-4598
T41606F9	Amsterdam Depot Fire Alarm	SS04-6478
T41606K4	Backflow Preventers: 7 Locs	SS01-5641
T41606SV	Standpipes: 10 Stations	SS04-5706
T41606SW	Standpipes: 42 Stations	SS04-5952
T41606SX	Standpipes: 15 Stations DES	SS04-5953
T41606SY	Standpipes: 13 Stations DES	SS04-5954

## NYCT PROJECT AWARDS JUNE 2001 - MAY 2003

ACEP	PROJECT_DESC	Plan No
T41606U1	UST Groundwater Remediation	SS05-5949
T41606U2	UST Consultant Services	SS05-5950
T41606Y2	Boerum Pl Strn:Mech&Elec Upgrd	FC01-6119
T416073A	Empl Fac Myrtle Ave CNR	MW57-4612
T416073C	Empl Fac Woodlawn Rd JER	MW57-5517
T416073Z	Emp Fac Jay St FUL DES	MW57-5235
T416076K	Empl Fac Roosevelt-74 St	MW57-4907
T416079F	Empl Fac 96th St BW7 DES	MW57-5487
T416079O	Empl Fac Dekalb Ave 4AV	MW57-5491
T416079R	Empl Fac Queens Plaza QBL	MW57-5500
T41607EC	Empl Fac Tremont Ave BXC	MW57-5725
T41607EG	Empl Fac E180 St (Frmr DO)	MW57-5979
T41607EH	3 Revenue Field Locs	RC11-5613
T41607EJ	Empl Fac 95th St 4AV	MW57-5883
T41607GJ	Emp. Fac 149/Grand Con JER/WPR	MW57-5495
T41607LP	Interior Renov:Livingston DES	FC01-6544
T41607LR	System Support Equip/Cabling	IM01-6623
T41607MX	Revenue Facility Consolidation	FC01-5996
T41607PS	Print Shop, Dist Ctr Reloc	FC01-5151
T41607SB	Empl Fac Stillwell Terminal	MW57-5315
T41607SS	Rehab 14th St Signal School	MW33-5626

## Appendix C - DISPOSITION OF FFY 2002-2004 TIP

### NEW PROJECTS TO THE NYCTCC FFY 2004-2006 TIP PROGRAM

PIN #	PROJECT DESCRIPTION	FUNDS	OBLIGATION	REMARKS
			DATE	
X024.43	ROUTE 9A BIKEWAY/PEDESTRIAN SAFETY IMPROVEMENT	NHS	Oct-2003	
X103.36	ACCESS IMPROVEMENT TO FT. WASHINGTON PARK	SDF	Jun-2004	
X501.31	HIGH BRIDGE ACCESS	STPE	Dec-2002	
X501.32	SOUNDVIEW FIELD HOUSE	HPP	Sep-2003	
X501.33	SOUNDVIEW POINT RIVER ACCESS	HPP	Sep-2003	
X501.34	STARLIGHT PARK COMFORT STATION	HPP	Sep-2003	
X501.35	BRUCKNER-SOUNDVIEW CONNECTION	HPP	Sep-2003	
X720.39	MAJOR DEEGAN EXPRESSWAY(I-87)	SDF	Feb-2004	
X731.81	GOWANUS DECK REPLACEMENT	HBRR	Feb-2004	
X757.39	INSTALLATION OF PEDESTRIAN CROSSWALKS	STPS	Jan-2006	
X757.40	PAVEMENT MARKINGS ON VARIOUS SECTIONS	STPS	Jan-2006	
X757.41	INSTALLATION OF HIGH VISIBILITY CROSSWALKS	STIPS	Jan-2006	
X758.15	PREVENTIVE MAINTENANCE INITIATIVE	HBRR	Jan-2005	
X758.17	OLD CROTON AQUEDUCT TRAIL	STPE	Dec-2002	
X758.18	CROTONA PARK GREENWAY BICYCLE & PED	STPE	Dec-2002	
X758.19	WEST 69TH STREET FLOAT BRIDGE	STPE	Dec-2002	
X758.20	EVALUATE FEASIBILITY OF NEW EXIT RAMP	STPX	Sep-2003	
X758.22	RECONSTRUCTION OF ANNANDALE ROAD BRIDGE	HBRD	Sep-2003	
X758.24	161ST STREET STREETCAPE IMPROVEMENT	TCSP	Apr-2003	
X758.25	BRONX RIVER GREENWAY-BRUCKNER TO HUNTS POINT RIVER	TCSP	Apr-2003	
X803.16	OPERATIONAL SUPPORT TO TMC	STPX	Oct-2004	
X803.19	OPERATIONAL SUPPORT TO TMC	STPX	Oct-2005	
X803.21	NYC BRIDGE INSPECTION	NHS	Jan-2004	
X803.22	CITYWIDE MAINTENANCE OF CAPITAL ASSETS	HBRR	May-2004	

**Appendix C - DISPOSITION OF FFY 2002-2004 TIP****NEW PROJECTS TO THE NYCTCC FFY 2004-2006 TIP PROGRAM**

<b>PIN #</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDS</b>	<b>OBLIGATION DATE</b>	<b>REMARKS</b>
XM0125	LANDSCAPE REQUIREMENT	SDF	Nov-2005	
XM0248	PAVEMENT MAINTENANCE REQUIREMENT	SDF	Sep-2003	
XM0370	STATE/CITY ROADSIDE MAINTENANCE AGREEMENT	SDF	Dec-2003	
XM0470	STATE/CITY ROADSIDE MAINTENANCE AGREEMENT	SDF	Dec-2004	
XM0501	BRIDGE DRAINAGE AS PREVENTIVE MAINTENANCE	SDF	Dec-2004	
XM0530	ROUTINE CRACK SEALING ON STATE ARTERIAL NETWORK	SDF	May-2005	
XM0540	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	SDF	Apr-2005	
XM0548	PAVEMENT MAINTENANCE REQUIREMENT	SDF	Feb-2005	
XM0551	5 TO 7 BRIDGE REPAIR	SDF	Jan-2005	
XM0570	STATE/CITY ROADSIDE MAINTENANCE AGREEMENT	SDF	Dec-2005	
XM0620	WHEN & WHERE	SDF	Aug-2005	
XM0630	ROUTINE CRACK SEALING ON STATE ARTERIAL NETWORK	SDF	May-2006	
XM0631	CONTRACT MAINTENANCE SWEEPING TO REMOVE DEBRIS	SDF	Oct-2005	
XM0640	PURCHASE OF IMPACT ATTENUATORS SPARE PARTS	SDF	Apr-2006	
XM0645	REPAIR GUIDERAILS, FENCES AND SIGNS	SDF	Jun-2005	
XM0651	5 TO 7 BRIDGE REPAIR	SDF	Jan-2006	
XM0720	WHEN & WHERE	SDF	Aug-2006	
XM0760	MAINTENANCE REPAIR OF MASON	SDF	Aug-2006	
XT1601	EVALUATE FEASIBILITY OF ADDITIONAL LANE	IM	Sep-2003	
XT1602	PROVIDE IMPROVED CONNECTION FROM S/B H PKWY	STPX	Sep-2003	

## **Appendix D - Summary of Comments and Responses**

### **Comment 1:**

*I see a lot of transportation and emission modeling going on and proposed. Given the major importance of air quality as a governing factor/outcome in the whole process how come there are no air quality models being used to tie together the relationships between emission reductions and resulting air quality improvement. I don't understand how else you can answer fundamental questions like "How much reduction in emissions is required to meet the standards?" or "Should reductions be targeted more in certain areas because they will give a bigger bang for the buck in resulting air quality?" and so on.*

### **Response:**

A great deal of work has been performed to test emissions reduction measures and plan for their implementation. In the last two years alone, over sixty possible measures have been identified and evaluated. These evaluations have included a variety of research and modeling techniques which will help NYMTC's member agencies make decisions on which emissions reduction measures should be pursued.

### **Comment 2:**

*Nowhere in the TIP is the billions programmed for Lower Manhattan or for the west side of Manhattan. \$10 billion more for transit? This could bring the transit % to more like 90% for the next decade. I understand this is unusual. In many ways. However, it also underscores my point that we need to spend more for all modes of travel, especially outside Manhattan. As we point out in the "Brooklyn Transit Agenda," Brooklyn gets the least in capital financing per capita in the City and that was before Lower Manhattan and the No. 7 extension.*

### **Response:**

The funding currently programmed for expenditure in Lower Manhattan is considered emergency funding provided through the Federal Emergency Management Agency and the Federal Transit Administration. The planning requirements which apply to other funds sources – including inclusion in an approved TIP – are waived in the case of emergency funding. However, this is a new fund source for the region and these planned expenditures will not be drawn from the traditional fund sources.

### **Comment 3:**

*The New York Metropolitan Transportation Council (NYMTC) has proposed a 3-year capital spending plan for the 10-county New York metro region of approximately \$18 billion, or \$6 billion per year, 80% of which is for transit. Over the 2004-2006 period, the New Jersey and Connecticut portions of the region will spend another approximately \$3 billion a year on transit and roadway capital improvements. Averaging the \$9 billion annually over the region's 7.8 million households, it comes to an expenditure of about \$1,150 per household per year.*

*\$9 billion a year might seem like a huge amount of money for governments to spend until you compare it to what the region's residents and businesses, themselves, will actually spend on all forms of travel. When one accounts for gasoline, insurance, air travel, school buses, taxis and the cost of trucking reflected in the higher costs of almost everything in the region (compared to the rest of the nation), it adds up to a whopping \$180 billion per year in the 31-county metropolitan area. Recognizing that some travelers pay more and some pay less, that \$180 billion a year comes to an average of \$23,000 per household per year. In other words, residents (and businesses) as auto owners, transit riders, taxpayers and consumers either directly or indirectly are shelling out approximately 20 times more per household than direct governmental capital expenditures in the tri-state region. \$9 billion a year is just 5% of \$180 billion. We can afford more.*

*And these out-of-pocket expenditures do not include the hidden costs of the use of cars and trucks, the environmental damages of air pollution, traffic noise and water pollution, the cost of traffic accidents not covered by insurance and the really big ticket item, the cost of the region's congestion and the consequent loss in productivity, all of which come to a staggering loss of \$113 billion per year, or \$14,500 per household per year. These losses are real. Outside New York City, they are borne largely by motorists who suffer the most from delay. In New York City half of these "costs" are borne by people who do not even own a car, but are intimately exposed to vehicular emissions and noise, delay on buses, and pay high consumer prices. New York City's non-motoring residents also suffer more than a third of the region's vehicle-pedestrian accidents. Bringing the region's transportation capital plan to a state of good repair will cut these hidden costs substantially.*

*The point of all this is that we spend a staggering amount of money on travel, both directly and indirectly. A large part of that cost is related to the deteriorated state of our transportation infrastructure. Simply put, we are not spending enough now to put our transportation systems into an adequate state of good repair and we are suffering huge costs of delay, excess accidents and wasted energy as a consequence. Another reason is our land use patterns, which necessitate long travel distances and, in New York City, an extraordinary density of infrastructure. The difference in the cost per household in urban and suburban areas is evident in the higher per household public and private expenditures for the Lower Hudson Valley and Nassau-Suffolk sub-regions than for New York City, even though much of the infrastructure within New York City serves as crossroads for the surrounding area. These higher costs are the direct consequence of far greater dependence on automobiles for travel (more than 95% in some counties).*

*While 80% of the planned expenditures in the NYMTC region will go to transit, transit accounts for only 20% of the region's travel. Yet, it is generally understood that the region's economy could not function without transit. The powerhouse of Manhattan's CBD could not exist without transit. And those highly subsidized commuter rail passengers are valuable to their non-transit neighbors for the \$100,000+ salaries they expend largely in the suburbs. When roadway generated societal costs are added to direct roadway costs, the total, \$244 billion (\$293 billion total annual cost of travel in the region less \$49 billion for non-highway related travel (again, see attached tables)) is more than 11 times our transit expenditures. Our*

*transit needs remain far greater than our expenditures. But our unmet road needs are equally great and, in fact, serve a greater number of travelers.*

*NYMTC's report, Mobility for the Millennium, the New York metro area's regional transportation plan (1999) suggests that the region's transportation capital needs through 2020 are about double what will "realistically" be available, with most of the shortfall for highways. NYMTC's report suggests we should be spending about double the amount on capital improvements (including repairs) that we are spending at present, or about \$18 billion a year in the metro area, 10% of the 180 billion we currently spend directly on travel but just 1.4% of the region's gross domestic product of approximately \$1.3 trillion a year averaged over the three year period, 2004-2006. \$180 billion is just 14% of the region's GDP and is considerably less than the travel costs borne by the rest of the nation, about 20% of the GNP. By increasing the investment to bring our transportation systems into a state of good repair and expand transit services, we can improve our region's efficiency and reduce the cost of living and of doing business here, making the region more competitive. But, we must spend more on capital improvements to do this.*

*Until our land use patterns significantly change, if ever, the methods of generating the funds to expand and repair our transportation infrastructure should promote the most efficient use of our finite infrastructure. One example of this is tolling the East River Bridges connecting Queens and Brooklyn with Manhattan. A toll structure matching that of the Triborough Bridge and Tunnel Authority would generate about \$700 million a year in new revenues – new costs to motorists. However, the benefits in time savings and reduced environmental damages and reduced traffic accidents would far exceed this amount, actually saving motorists and society substantial money. Plus, the revenues could be used to accelerate the repairs so necessary for both transit and highways.*

*These revenues could be increased dramatically by congestion charging not just on river crossings, but on all major arterials. The primary result would be to shift enough people to other periods to free up capacity for those generating the peak travel demand on the systems, most of who would benefit from the investment, and who are generally in the best position to pay.*

*The attached table support the case that we can afford to spend more on improving our transportation infrastructure – and, particularly, the need to spend more on highway improvements. Obviously, it takes political courage to propose spending even more on transportation, especially at a time of huge city and state deficits, resulting partly from tax cuts that exacerbate economic disparities, and produce cuts in transit investment which are reflected in ever escalating auto travel. But we know the consequences of disinvestment. Three decades ago New York was in even worse condition, deferring critical maintenance of our transit and roadway systems. Subway cars were traveling 3 or 4,000 miles between breakdowns. Buses breakdowns were even more frequent. Our major bridges were literally falling apart. Thirty years ago it took community action and citizen lawsuits to turn around the unwillingness of elected officials to make the hard fiscal choices to save our transit systems. Will we once again be forced to do this in order to secure what needs to be done to save our transportation infrastructure?*

**Response:**

Programmed Federal funding levels represented in the TIP are required to be “fiscally constrained.” This means that they can not exceed funding levels which can be reasonably expected to be available. Funding targets in the TIP are derived from funding authorized through Federal transportation bills. Since the current bill, the Transportation Equity Act for the 21<sup>st</sup> Century, is due to expire on September 30, 2003, funding targets in the TIP in these situations are extrapolated from the current bill. Once a new bill is in place, these targets will be revised. Federal expenditures are authorized nationally, through the Federal transportation legislation, and then allocated to the states. In New York State, authorized funding is then sub-allocated to the various regions, resulting in regional funding targets. Your comments will be forwarded to NYMTC’s Program, Finance and Administration Committee.

**Comment 4:**

*The Transportation System in the New York Metropolitan Region is completely dysfunctional. There has been no consideration of a fare-free system for many years although this works extremely well in many other countries. Public transportation is a public service of equal value to tax collection, fire protection, police, etc. and would make the city as a whole function much better. The original agreement with the public two or three generations ago was that the bridges would be toll free after the bonds were paid off. Now there is even talk of tolls on the East River Bridges. An open system would save a tremendous lot of money, time and the air pollution caused by the delays at toll plazas. Free access to the subways and buses would make the city’s commerce and tourist industry thrive. Free commuter rail would create many job opportunities and bring people to the cultural center of the city.*

**Response:**

Fare and toll policies are the responsibility of the agencies or governmental jurisdictions which operate services or facilities. The processes which determine these policies are established by those operators and are not governed by the Federal regulations which define the metropolitan planning process, which includes the TIP requirement.

**Comment 5:**

*Another multi-generational instance of neglect is the failure to complete the North Ring Travel Corridor. There is no complete North Ring including the Long Island Sound Crossing for either road or rail. Therefore, most of the spoke roads including I-95 and I-495 are hopelessly congested and freight has no reasonable access to most of the metropolitan region including Westchester, New York City and Long Island. The export of garbage, while foolish, is also massively inefficient due to the lack of rail access from the Metropolitan Region to the receiving states.*

*The protracted study of the replacement of the essential Tappan Zee Crossing represents a great danger in that the current bridge may fail before the study is complete and in any event now causes massive delays and will continue to do so for the many years of the study and then the building process. Unless a tunnel is chosen, the building process itself will also cause*

*hopeless delays for many years as has happened with the construction of Exit 8 on the Thruway.*

**Response:**

Major investment studies (MISs) like the I-287/Tappan Zee Bridge Environmental Review are governed by both Federal regulation and NYMTC's operating procedures. The process which defines an MIS includes the definition of the scope and extent of a particular MIS by action of NYMTC's members. The I-287/Tappan Zee Bridge study was defined in a manner consistent with the regulations and procedures. Since the inception of the MIS requirement in 1991, NYMTC's members have defined a dozen major investment studies throughout the region, the results of which will define future improvements throughout the region.

**Comment 6:**

*The request for federal transportation funds for 2004-6 for the 10-county metropolitan area, drafted by the New York Metropolitan Transportation Council (NYMTC), called the Transportation Improvement Program (TIP), allocates 80% of the total for transit (commuter rail, subways and buses). This represents an increase of \$5 billion in transit from the prior 3-year period, all of it and then some to cover accelerating investment in the Second Avenue Subway (\$2,263 billion) and the LIRR East Side Access. (\$3,167 billion). (See attached table and charts.) This allocation does not account for the additional capital demands of the #7 line extension and Lower Manhattan projects, even though the TIP states: "Projects not funded by the Federal government are also included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funding in the region." The increase in transit is reflected in a \$600 million decrease in roadway funds, including \$400 million NYC CMAQ funds transferred to the MTA.*

**Response:**

The funding for the transportation improvements in Lower Manhattan is drawn from emergency sources provided through the Federal Emergency Management Agency and the Federal Transit Administration. As emergency projects, there is no requirement for these improvements to appear in the TIP. Since these fund sources are, in fact, new to the region, there is no impact on the fund sources required to be shown in the TIP. These projects therefore do not appear in this "interim" TIP update, but will appear in subsequent updates for information purposes. Similarly, the #7 line extension will not use Federal funding.

**Comment 7:**

*Of NYC Transit funds allocated by borough, Manhattan gets 27% of the total for NYC Transit due almost entirely to the Second Avenue Subway, but the least among subway boroughs when Second Avenue Subway funds are deducted. In spite of the domination of the TIP by the Second Avenue Subway, the TIP's "Program Highlights" omits any specific reference to the project.*

**Response:**

The funding levels in any particular TIP represent a snapshot in time. Since the TIP is regularly amended and updated, proportional funding levels are constantly changing. The comment on the Program Highlights is noted.

**Comment 8:**

*Taking away the Second Avenue Subway funds, Brooklyn gets the largest amount of borough-specific investment (\$370 million). A large part of this is for improving 14 stations, but what this entails is not described. None of the 14 funded stations correspond to the user-identified improvements needed at stations (e.g. escalators) in Better Transit for Brooklyn (submitted earlier).*

**Response:**

The selection of subway stations for rehabilitation is the responsibility of the MTA. Your comment is noted and will be forwarded to the MTA.

**Comment 9:**

*Assuming Brooklyn gets 25% of the vaguely defined system-wide funds, when the total is allocated among trips originating in Brooklyn, this comes to \$1.14 per trip, the lowest of all the boroughs (and this formula counts trips originating in Manhattan that are bound for Brooklyn as Manhattan trips).*

**Response:**

The funding levels in any particular TIP represent a snapshot in time. Since the TIP is regularly amended and updated, proportional funding levels are constantly changing.

**Comment 10:**

*Increasing transit service to Downtown Brooklyn e.g. via extending the LIRR, is critical to the successful growth of the region's third Central Business District, which is needed to overcome Brooklyn's job deficit that is a drag on the regional economy, but will increase transit demand where it is most crowded by 40%.*

**Response:**

Your comment is noted and will be forwarded to NYMTC's Program, Finance and Administration Committee for consideration.

**Comment 11:**

*In contrast to the TIPs of other regions, NYMTC TIP's "detailed project descriptions" are one-line project titles that contain no details and no maps, provide no rationale for the selection of projects and do not prioritize projects. Explanations in response to inquiries were deferred until after the deadline for comments. E.g., \$9.6 million programmed by NYCT for a "Bus Locator System: Service Management/Customer Information System, System-wide" may be the beginning of one of the high priorities in Better Transit for Brooklyn, use of GPS*

*to monitor and regulate buses to prevent bunching, reduce long waits and post wait times at bus stops—a popular low-cost system used all over Paris and London.*

**Response:**

NYMTC's TIP is provided in two formats – a full format including all project information and a “digest” format containing project summaries. The full version is available upon request and on our website, [www.nymtc.org](http://www.nymtc.org). Work on developing the TIP in a GIS format is underway.

**Comment 12:**

*The frequent disconnect between TIP “Program Highlights” and fund allocations is also evident in NYC roads projects, e.g. Downtown Brooklyn Traffic Calming and a Cadman Plaza Pedestrian Connector, the Brooklyn Bridge for which there are no funds and a mysterious Tillary St-Atlantic Ave ped connector funded at \$200,000. (In comparison, Nassau-Suffolk will spend \$15 million on traffic calming projects.)*

**Response:**

Assembling highlights for a region this large is always a challenge. The highlights are illustrative and do not reflect priority.

**Comment 13:**

*Thank you for allowing us to share our views for improving transportation in the New York metropolitan area. Our focus is on creating a high-speed ferry network throughout the region, utilizing a patented new hull design invented by Howard D. Harley. Our intention is to make you aware of this new technology, and make it available for the future transportation needs of the region.*

*This revolutionary design utilizes new air-cushioned technology coupled with the use of composite materials. This composition results in much faster speeds with one third of the horsepower, and dramatically improved fuel technology. In addition to being extremely fuel efficient, the design is environmentally friendly due to its shallow draft and low wake characteristics. This new surface effect ship (SES) will reach speeds of up to 65 mph, while generating a wake of less than 12”. Sizes can range from 100’ to as much as 700’ in length. These vessels can be used to transport passengers, vehicles and cargo; they will reduce traffic congestion, improve air quality, and help create a new regional industry. Our Company is currently building an 85’ prototype for the U.S. Navy, and was recently appropriated \$7.5 million from the Senate Armed Services Committee for a 110’ military vessel.*

*Applying the composite technology for shipbuilding will lead to the development of new applications for the materials. Among other things, the materials can be used to manufacture new cargo containers, which would have numerous benefits over steel containers. They would be lighter, last far longer, and could be X-rayed for security purposes.*

*The new ship technology is designed to open new and longer ferry routes previously thought to be impractical. The proposed network will be designed to complement existing ferry routes*

*and operators, not replace them. Using this design in future regional plans will help advance all of NYMTC's initiatives in nine key topic areas:*

**Infrastructure** - *This new high-speed ferry network will require the building of shipbuilding facilities, new ferry terminals, maintenance facilities, access roads, and freight hubs. These projects will create jobs, and freight hubs. These projects will create jobs, and establish new industries within the region.*

**Mobility** – *The strategic placement of new passenger and vehicle ferry terminals will dramatically relieve regional road congestion, and create an alternative transit option. Inter-modal connectivity will further increase mobility, and provide conduits for emergency evacuations.*

**Land Use** – *This new technology will require new shipbuilding facilities, maintenance facilities, and ferry terminals. Underutilized areas such as Shoreham, or the closed GM plant in Tarrytown, could serve these purposes and generate hundreds of jobs.*

**Safety** – *In order to achieve these speeds, safety will be paramount. The entire manner in which maritime traffic is controlled will have to be changed. A regional harbor management system should be deployed, that would track vessels, and set lanes of operation for high-speed traffic in the surrounding waters. Transponders, GPS, and forward-looking sonar will be installed on our new vessels. In the case of a ferry, the electronic systems will allow for automatic shutdown if the vessel were to veer off course, or be hijacked by terrorists.*

**Airport Access** – *One of the objectives of expanded ferry service using the Harley SES design is to connect New York's two major airports with Manhattan. The Harley SES will be capable of carrying passengers from JFK to NYC in 45 minutes or less. A trip from LaGuardia to Manhattan will take less than 30 minutes. Because this design is so fuel efficient, fares will be competitive with other modes of travel, with no subsidies required.*

**Freight Transportation** – *The commercial application for the 640' fast military transport will be a tractor-fed ferry. This vessel will be capable of transporting over 100 semis (with tractors) in a single trip to points along the East Coast. Routes will be planned to bypass the chokepoints of Boston, New York, and Washington D.C. With this expanded roll on-roll off (RoRo) service, thousands of trucks could be removed from the main highways daily.*

**Quality of Life** – *This new technology will benefit all residents in the NYMTC Region by reducing traffic and improving air quality. In addition, these vessels could provide high-speed evacuations in the event of an emergency, with the larger vessels capable of carrying up to 5,000 people at a time.*

**Regional Planning** – *Expansion of passenger and vehicle ferry service in the greater NY area will solve many of the transportation problems confronting local and state*

*planners for decades. In the Northeast metropolitan regions, construction of new highways is all but impossible, and would be cost prohibitive. With the cooperation of the various state and local agencies, this new transit network could be in place within five years, at a fraction of the cost of other alternatives.*

*Creation of a truly high-speed ferry network will reduce the strain on existing transportation infrastructure. It will create a new industry and stimulate jobs and the economy for decades to come.*

*Below are some of the projects that should be considered by the NYMTC going forward:*

**Ferry Terminals –**

*Several new ferry terminals will be needed. On Long Island, the most logical locations are the waterfront New York State Parks, including Sunken Meadow, Captree, and Smith's Point. These sites have a number of advantages. First, they will generate revenue for NYS during the off-peak seasons in the form of parking and landing fees. Second, all of these sites have abundant available parking, or room for additional parking if needed. And third, they all have parkway access to major arteries, which would reduce traffic to the local communities.*

*At JFK, a new ferry terminal would be needed, along with connections to the passenger terminal. An existing terminal at LaGuardia could be refurbished.*

*In the lower Hudson Valley, an excellent location for a new terminal would be the old GM plant in Tarrytown. The Harley SES fast ferry could speed commuters from Tarrytown to downtown Manhattan in about 15 minutes.*

**Freight Terminals -**

*In order to take advantage of this new technology, new freight hubs will need to be designed and built with connectivity to tractor-trailer ferry terminals. A portion of the former Grumman site at Calverton should be devoted to this. New roads would connect Calverton with a new Shoreham ferry terminal, and speed the flow of cargo, without creating an additional burden on the local infrastructure. Cargo would arrive by air from overseas, quickly loaded onto trucks, then dispersed through the coastal ferry network. This would dramatically reduce highway congestion through the metropolitan areas of the I-95 corridor.*

*An attractive possibility to move cargo from Brooklyn to New Jersey would be such a freight hub and terminal at Floyd Bennett Field. Tractor trailers could be transported across the harbor by high-speed boat, and avoid the need to go through NYC. Such a service would be much cheaper than a building linking Brooklyn with Port Elizabeth. The trip from Floyd Bennett to Bayonne, with over 100 tractor-trailers would take less than 30 minutes.*

**Access Roads –**

***In order to utilize the Shoreham facility as a tractor-trailer ferry terminal, the William Floyd Parkway should be extended over (or under) route 25A to allow seamless access to the Shoreham property.***

**Response:**

In recent years, much attention has been given to planning and expanding ferry services throughout the region. This has included use of Federal, State and local funds to improve ferry facilities in order to incent private entrepreneurs to initiate or upgrade ferry services. More recently, in the aftermath of the September 11, 2001 terrorist attacks, emergency funding has been used to initiate ferry services in order to replace lost capacity on the PATH system. Larger scale planning efforts have also been mounted to develop a waterborne transportation plan for the Long Island Sound, ferry master plan in the Hudson Valley, a pilot barge transshipment service between the Port of New York & New Jersey and the Port of Bridgeport, CT, and an assessment of waterborne freight opportunities to and from the Hunts Point Market in the Bronx. In addition, a regional effort to plan for the movement of freight is nearing completion.

The result of this focus on maritime opportunities has been a significant expansion of available ferry services and a serious consideration of waterborne freight options. Consideration of high speed ferry services has been part of these regional planning efforts. Your comments are noted in this context and will be forwarded to NYMTC's Program, Finance and Administration Committee, as well as the Long Island Sound Ferry Coalition for consideration.

**Comment 14:**

***What do station improvements entail?***

**Response:**

The objective of the Station Improvement Program is to bring each station into a State of Good Repair to address all structural problems and creates an aesthetically pleasing environment for our customers. These investments are geared toward bringing stations into a new 35-year expected life cycle. More specifically, these projects repair structural deficiencies through the station, provide architectural treatments to customer areas of the station (including floor tiles for subway stations), upgrade communications and lighting systems as required, incorporate progressive ADA accessibility elements (including compliant railings, signage, platform edge warning strips, etc.) rehabilitate/construct operating facilities as needed, eliminate visual clutter and install artwork. During planning and design, current and projected future ridership levels are assessed, and appropriate opportunities are pursued to modify station circulation and access egress, as needed.

**Comment 15:**

***Where are the #7 Line and Lower Manhattan projects accounted for?***

**Response:**

Presently a Draft General Environmental Impact Statement (EIS) is being prepared for the #7 Line Extension project. Since the DEIS was locally funded, and the funds were obligated prior to the development of the 2004-2006 TIP, it wasn't programmed on this TIP

Based on this comment, NYMTC will add the funding of the DEIS of the #7 Line to the TIP for informational purposes in the FFY2003 obligated column.

The MTA Lower Manhattan project will be added to the TIP at some future date pending final decision by the Federal Transit Administration on the final list of projects.

**Comment 16:**

*Whatever happened to the LaGuardia Study Design for 2004 in the previous TIP? Was the Second Avenue the re-prioritized priority?*

**Response:**

The LaGuardia Subway Access Study is still in the DEIS phase. Work for this project was suspended and a decision on whether to resume the study is pending. The funds for LaGuardia project in the 2000-2004 MTA Capital Plan were not programmed for the Second Avenue project. Consequently, NYMTC should add the funding of this project back on the TIP for the informational purposes in FFY2004.

**Comment 17:**

*The new light at Buena Vista and New Hempstead creates more traffic than it helps and should be changed to a blinking only light of flashing red as well as the other two on either side of this one as most times these lights leave cars sitting while no cars are in the cue so mandatory flashing stops would be better suited for these locations. The Town of Clarkstown doesn't want to make the road better by providing realignment with Route 304. So save some money and leave the road alone.*

**Response:**

Due to the high volume of traffic on New Hempstead Road it has become difficult and hazardous for vehicles to exit Buena Vista Drive. Also, to better and more safely manage traffic exiting a new shopping center, the new signal at New Hempstead Road was installed. The signal was installed by the Town of Clarkstown in conjunction with the "Tom's Shopping Center" development. The signal work is not complete and is temporarily operating pre-timed. Mr. Campbell is correct in that there are times when traffic on New Hempstead Road is stopped when no side street vehicles are present. The town will remedy this situation shortly by installing vehicle presence detectors. Additionally needed safety and infrastructure improvements are being planned and designed for the New Hempstead Road corridor as part of the New Hempstead Road project (8755.23). The improvements are being planned with public and town input as part of an ongoing extensive outreach campaign.

**Comment 18:**

***While the work on 9W is important, a major project should be undertaken rather than piecemeal projects with the constant traffic jams from the Tilecon Quarry up to and past Helen Hayes Hospital and with the downtown Haverstraw revitalization project this road in its present form is a goner.***

**Response:**

There is no project to widen or reconstruct Route 9W. There are projects to improve access to the Village of Haverstraw consistent with the proposed development. The at-grade railroad crossing at Short Clove Road adjacent to Route 9W is to be replaced with a grade separated crossing with Short Clove Road's intersection with Route 9W moved south to enter Route 9W opposite Mountain Road. This will improve safety and traffic operations on Route 9W. The one lane underpass that takes Gurney Avenue under CSX will be widened to two lanes by Rockland County. These two projects should provide good access improvements to Haverstraw. Other work on Route 9W is mainly maintenance paving. The Haverstraw-Ossining Ferry will have landside improvements made to make pedestrian access from the new development in Haverstraw easier. Rockland County operates bus service to the ferry.

**Comment 19:**

***Something has to be done in western Rockland at the Route 59 and Airmont corridor. This is the worst intersection in Rockland County now. Over 4 million was spent fixing Main Street in New City, which has not even one tenth the traffic, but is the county hub. Are we here to truly fix existing problems, or to cater to political whims?***

**Response:**

Main Street in New City was a needed project constructed by Rockland County. The Town of Clarkstown will be doing more work on Main Street south to Route 304. There is currently no construction project planned for the Route 59/Airmont Road intersection. However, there is a program to optimize the signal timings along Route 59 between Airmont Road and Route 45.

**Comment 20:**

***PIN # 804094 - Replace Bridges and Improve Clearances Route 9/Central Avenue, Hudson Avenue/Requa Street, and Route 6/Route 9***

- a) The City is concerned about the storm water runoff and tie-ins to the City's streets and storm water drainage systems.***
- b) The City is concerned about the visual impacts on the community and the historic buildings underneath and adjacent to the bridge.***
- c) The City is concerned about the traffic diversions and the impacts to the City's roads and infrastructures.***

- d) The City is concerned about the temporary construction traffic and the impacts to the City commercial district.*

**Response:**

These are normal project concerns and will be discussed during project design. The New York State DOT has had discussions with a local historic group concerning the Central Avenue Viaduct and mentioned the project at public meetings in Peekskill. New York State DOT will work with the City as the project is developed.

**Comment 21:**

*PIN # 810325 - Route 9A: Route 9-Welcher Traffic operations and safety improvement including resurfacing, turn lanes and traffic signals.*

- a) This intersection is located within the City of Peekskill's municipal boundaries and not the Town of Cortlandt.*
- b) The City recommends that a left turning signal should be provided (heading east towards Washington Street) for the exist ramp on the South Bound side of Route 9.*
- c) The City would like to receive a more detailed scope of work.*

**Response:**

This project is on Route 9A from Route 9 in Cortlandt north to Welcher Avenue. It is primarily in Cortlandt. The project has not yet been scoped, but will probably involve pavement reconstruction, sidewalks, and minor traffic operations improvements. Again, the City and Town will be involved as the project is developed.

**Comment 22:**

*PIN # 839095- Route 6 SFY 04/05 Preventive Maintenance initiative (PMI) from Annsville Creek Bridge to Main Street. The City would like to receive a more detailed scope of work. The City is concerned about drainage and storm water runoff. Currently, there is a drainage problem with discharge onto local City roads and streets.*

**Response:**

This project is a maintenance resurfacing and just addresses pavement condition. Drainage would not be addressed. The City should contact Westchester County with its concerns regarding drainage.

**Comment 23:**

*The funds set aside for new buses in the period, as well as the unspent funds for the previous periods, must be preserved and used as an incentive for the MTA/NYC Transit to take over this service. If the Governor could be convinced that he would get money for about 400 or so new buses, he will be persuaded to order the takeover. The needs of the bus passengers across the city would be better served if the MTA/NYC Transit operated ALL of the public, local buses in New York City.*

**Response:**

New York City is engaged in ongoing discussions and negotiations with the MTA for the service area of the private bus lines. No further information can be shared at this time.

**Comment 24:**

*Please commission a study of East River Bridge Tolls and or Manhattan ring tolls collection technology.*

**Responses:**

At this time, the Administration of the City of New York is not pursuing a tolling initiative. While the possibility of tolling may arise in the future, there are no immediate plans to implement tolls on the East River Bridges or to begin an environmental assessment.

**Comment 25:**

*Serious study is needed of transportation alternatives for Staten Island as this community is the only county in a 50 mile radius of Manhattan without a rail connection to Manhattan. Staten Island has the longest average commute in the nation according to the U. S. Census Bureau. I would like to know what improvements are planned to lower the average commute for Staten Islanders.*

**Response:**

Staten Island is among New York State's fastest growing counties, and it is outgrowing much of the transportation infrastructure its residents and businesses rely upon for travel within and beyond the borough. Enhanced ferry services may represent the most attractive, flexible and soonest-to-implement option for expanding commutation options to Manhattan. Better routing treatments end-to-end for express buses can help as well.

**Comment 26:**

*Study is needed to implement the restoration of the North Shore Rail Line on Staten Island and also the possibility of linking the North Shore Rail Line to Cranbury, New Jersey, New Jersey Transit and the North East Corridor Line. The current study does not consider the impacts of linking New Jersey and Staten Island.*

**Response:**

Prior studies have suggested that the volumes of potential passengers and the dispersion of origins and destinations within the borough and in New Jersey complicate efforts to identify viable rail transit routes in the near term. The Port Authority has indicated its willingness to work with local agencies and transit operators to identify opportunities for bus and ferry services that can begin to provide alternatives for travel by auto. The agency's North Shore Railroad study, for the Staten Island Borough President's office, can provide a first step in developing a plan for using this right-of-way as a transit resource. The comment is noted and will be forwarded to the Program, Finance and Administration Committee for consideration.

**Comment 27:**

*There needs to be a study to determine why the MTA/MNR is not running their dual-powered GE Genesis Locomotives in electric mode while operating on electrified track. We paid an extra \$26 million for the electric mode on these locomotives, and it is not used. This leads to increased emissions and increased fuel use on the service. During the PM rush, there are four to six engines idling inside Grand Central Terminal at any one time, creating heat, noise and pollution. The engines are so loud they can be heard on the street.*

**Response:**

It is Metro-North policy not to idle Genesis locomotives in diesel at Grand Central Terminal. Genesis locomotives operate in electric mode in the Terminal and Park Avenue tunnels.

The only times diesel mode is used are in emergency circumstances. The diesel engine of the locomotive is never started until the train has reached the open air, except in emergencies when the locomotive's electric propulsion system is not functioning.

The noise to which the comment refers is that of blowers within the locomotive, which operate off of third rail power in Grand Central Terminal, as do all other systems within the locomotive while underground.

**Comment 28:**

*MTA/B&T, as well as NYS Bridge Authority needs to start a major study on advanced, high-speed electronic toll collection technology.*

**Response:**

High Speed Toll Collection: The largest concern with non-stop E-Z Pass lanes on B&T facilities is safety. B&T has many employees who work on its facilities in the vicinity of its toll plazas, including Bridge and Tunnel Officers assigned to security and E-Z Pass posts, as well as maintenance personnel. B&T is concerned for their safety with high-speed E-Z Pass lanes. Its gated lanes do not inhibit the E-Z Pass system's ability to process as many as 1,000 vehicles per hour. In addition, there are serious revenue concerns.

**Comment 29:**

*NYS needs to take the lead in the nation for promoting Alternate Fuel Vehicles with valuable incentives. The AT/PZEV vehicle (per US EPA rating), as well as CNG and electric, need to be treated like carpools in NYS, with close-in preferred parking at transit stations and state parking facilities, and special lane usage and lower tolls, like carpools.*

**Response:**

Over the last five years, NYMTC and its members have partnered with the US Department of Energy, the New York State Energy Research & Development Authority, the New York Power Authority, industry groups like the Environmental Business Association of New York State, and various community groups to spread the word about the availability and potential advantages of alternative fuels and power sources to owners and operators of vehicle fleets, including trucking, throughout the region. Forums have been organized which bring together fleet owners and managers with vehicle manufacturing, fuel providers, and public agencies providing information and incentives for alternative fuel use.

**Comment 30:**

*The MTA/B&T and NYS Thruway Authority needs to take a hard look at congestion pricing.*

**Response:**

MTA Bridges & Tunnels currently has no plans to implement value pricing on its crossings. Nonetheless, MTA will be closely monitoring the impacts of the value-pricing program recently implemented on Port Authority facilities.

**Comment 31:**

*A study needs to be launched on how to improve the MTA/NYC Transit "Access-A-Ride" through both alternate fuel and ITS technologies.*

**Response:**

Currently the NYCT Office of Paratransit is utilizing low sulfur diesel fuel throughout the respective fleets. They are also in discussion with a vehicle supplier whose current capability includes vehicles that are gasoline operated with the potential for conversion to diesel and possibly diesel electric. With respect to inclusion of ITS technology on the Paratransit vehicles, a Consultant has recently been obtained for that specific purpose. The current focus will be on location technology rather than features such as stop announcements or displays.

**Comment 32:**

*A study needs to be performed to determine the proper articulated bus technology for our urban area. The MTA/NYC Transit insists on purchasing two-door models, with one lane in and one lane out. This causes increased dwell-time and reduced passenger satisfaction, and leads to increased emissions and fuel use due to excessive bus idling. The San Francisco Municipal Railway has been buying three-door articulated buses for over twenty years. Their*

*buses have two lanes in and four lanes out. They also have automatic exit doors that open when the passenger steps down, and closed automatically when the doorway is clear.*

**Response:**

The issue of 2 exit doors, as suggested, was considered in the procurement of these buses but was not provided due to revenue control issues, potential increased maintenance costs and loss of passenger seating. The ability to control unauthorized entry through exit doors is a constant problem with operating buses in NYC. The addition of a second exit door on our buses would only contribute to this concern. Entrance and exit door usage, as you can imagine, is quite high on our bus fleet. Consequently, they are a source of high maintenance requirements not only for reliability but also for safety. The addition of a second exit door and the associated access could result in the loss of as many as six passenger seats. It should be noted that New York City Transit is currently looking at the purchase of low floor articulated buses. These buses have no steps at either the front entrance or rear exit doors. Therefore, the perceived dwell time for passengers will be reduced. Therefore, it would be New York City Transit's opinion that a study of articulated bus deployment and the technology used would not be beneficial.

**Comment 33:**

*To enhance system durability – the NYMTC should consider a project that would link the major transportation hubs in the region with a ring transit system that will allow interregional commuting outside of the New York City core – key links include Jamaica, Queens, White Plains, NY, MetroPark, NJ, Perth Amboy, NJ and Bay Ridge, Brooklyn via Staten Island.*

**Response:**

Though there might not be a single “ring transit system” project as such, the Port Authority and several partner agencies and transportation operators in both states are working to enhance transportation hubs outside of the Manhattan core to better support interborough and intersuburban trips. These include some of the locations cited. Growing trip volumes around the historic core of the region and worsening traffic congestion provide two powerful incentives for development of more travel options. Several partners are working to leverage the advent of AirTrain JFK as a means of expanding and better coordinating the multi-modal transportation options already available at Jamaica. Strategies to broaden the role of the region's commuter-rail network serve both the traditional Manhattan-oriented trips, as well a hubs like Jamaica, White Plains, Newark, and locations like Metro Park.

The Port Authority also sees the steady growth in private ferry operations as an important strategic initiative, with the potential to create new intra-regional connections serving the Amboys, other New Jersey and New York/Long Island communities, and the mid-Hudson Valley. The initial foundation of Manhattan-based commuter routes is helping to create a critical mass of operators, vessels, and terminal facilities that can be a foundation for these additional services. The comment is noted and will be forwarded to the Program, Finance and Administration Committee for consideration.

**Comment 34:**

*Study is needed of the possibility of extending the Hudson-Bergen Light Rail to Staten Island with service connecting to the North Shore Rail Line, Victory Boulevard and a Park and Ride at the Staten Island Mall.*

**Response:**

Light rail services between New Jersey and Staten Island were considered as part of the Staten Island Expressway Major Investment Study. See reply to Comment 26. The comment is noted and will be forwarded to the Program, Finance and Administration Committee for consideration.

**Comment 35:**

*There exists extremely limited mass transit service (one private bus carrier) between Staten Island and Central New Jersey. In spite of significant population and travel growth, this commuting route is very poorly served by mass transit.*

**Response:**

Mass transit services between New Jersey and Staten Island were considered as part of the Staten Island Expressway Major Investment Study. See reply to Comment 26. The comment is noted and will be forwarded to the Program, Finance and Administration Committee for consideration.

**Comment 36:**

*Study is needed of the possibility of extending the Staten Island Rapid Transit to link with New Jersey Transit in Perth Amboy and the NYC Subway in Bay Ridge, Brooklyn.*

**Response:**

See reply to Comment 26. The comment is noted and will be forwarded to the Program, Finance and Administration Committee for consideration.

**Comment 37:**

*Who is responsible for the air quality monitors?*

**Response:**

The New York State Department of Environmental Conservation has responsibility for placing and maintaining air quality monitors.

**Comment 38:**

*What is the status of the MTA Long Island Rail Road Third Track project in Hicksville.*

**Response:**

MTA will advertise to start environmental work on it later this year.

**Comment 39:**

*Is anyone looking at the reverse commute option for the MTA Long Island Rail Road?*

**Response:**

MTA is considering a variety of different markets for the Long Island Rail Road.

**Comment 40:**

*There has not been an inter-county traffic study on Long Island since the 1960s although there were cross sound studies. How do you get the three regions to do a cross regional traffic study?*

**Response:**

NYMTC's members can initiate planning studies and have done so on Long Island. This comment was noted and will be referred to NYMTC's Program, Finance and Administration Committee for consideration.

**Comment 41:**

*When are you going to change some of the Queens buses and the express coach buses as you cannot read the LED signs?*

**Response:**

Express buses are relatively newer but most of the franchised buses exceed the 12 year life cycle. The comment was noted and will be referred to the New York City DOT for consideration.

**Comment 42:**

*There are plenty of rail freight discussions, but meaningful improvements are not being progressed: rail bed of the Bay Ridge Line; and distribution centers at Pilgrim Yard and Maspeth. In 15 years, there will be a 20% increase in truck trips. Need alternatives quickly to include the port where 50 feet dredging will not accommodate the hulls requiring 60 feet. The Brooklyn side also needs to be expanded with infrastructure. It is incomprehensible that the waterfront is being sold off when more shipping is needed on the Brooklyn side.*

**Response:**

Several studies of freight and rail freight are progressing and environmental impact studies are underway for specific improvements. They were described in some detail.

**Comment 43:**

*ITS. Is it effective? Public needs to have more information on how it works and how to use it to benefit people.*

*Ridesharing. Is it effective? Did anybody study this subject? Has anyone contacted the people who use it, what they think about it, is it good for people?*

*Are all the investments made for ridesharing effective?*

**Responses:**

These comments were noted and will be referred to NYMTC's Program, Finance and Administration Committee for consideration.

**Comment 44:**

*There are problems with parking on the Long Island Rail Road. There are not enough spaces and people sometimes park illegally and are ticketed. Cruising for spaces results in unnecessary streets congestion.*

**Response:**

The MTA Long Island Rail Road is considering various improvements for parking, although the availability of land and municipal ownership of existing lots complicates the situation.

**Comment 45:**

*The billions of dollars for the mega-projects (East Side Access, #7 Extension, Second Avenue Subway), are they on the TIP?*

**Response:**

Only the work programmed for the next three years appear on the TIP. East Side Access is expected to be completed in 2012 with final design programmed for the next three years. Second Avenue is currently in a Draft EIS with the preliminary engineering phases programmed. The #7 Extension is not using Federal funds, but the RFP for the DEIS is due soon.

**Comment 46:**

*Park & Ride on Staten Island is not adequately addressed as on Long Island, but it is as important as on Long Island.*

**Response:**

New York State DOT is pursuing Park & Ride projects on Staten Island.

**Comment 47:**

*MTA rejects all modern technologies on the market to make tolls charging available. Congestion pricing on all tolls has to be implemented (peak hours, weekdays.)*

**Response:**

See response to Comment 30.

**Comment 48:**

*Metro-North Railroad has dual-powered locomotives that never work in electric mode. They are idling all the time, making noise and pollution.*

**Response:**

See response to Comment 28.

**Comment 49:**

*Why has MTA purchased articulated buses with two doors, causing long dwell times? There are three door buses available on the market (San Francisco).*

**Response:**

See response to Comment 32.

**Comment 50:**

*New York City DOT franchise bus companies are the biggest failure. The drivers are unprofessional and rude, buses are old and no air conditioning, and they fail on ADA and emissions. If there is an MTA takeover, will they be able to use money previously approved to buy new buses.*

**Response:**

The comment was noted and will be referred to both New York City DOT and MTA for consideration.

**Comment 51:**

*Is there a new company for the construction of the MTA projects.*

**Response:**

Yes.

**Comment 52:**

*With regard to the truck route study in New York City, there is an initial enforcement theme. The truckers have no signs as signage is totally lacking.*

**Response:**

The Truck Route Study will consider signage needs.

**Comment 53:**

*No funding for vans for the disabled appears in the TIP.*

**Response:**

Only replacement vans for services for the disabled which may use Federal funding must appear in the TIP.

**Comment 54:**

*Incentives are needed for the use of alternative fuels in trucks.*

**Response:**

See reply to Comment 29.

**Comment 55:**

*Give zero emissions vehicles the status of a carpool for HOV lanes and toll discounts.*

**Response:**

The comment was noted and will be referred to NYMTC's Program, Finance and Administration Committee for consideration.

**Comment 56:**

*Access-A-Ride should be studied to improve the service.*

**Response:**

The comment was noted and will be referred to NYMTC's Program, Finance and Administration Committee for consideration.

**Comment 57:**

*What is the status of the Staten Island third bus depot.*

**Response:**

Property for the depot has been transferred to MTA New York City Transit. Currently scope development is underway and is evaluating a facility to service express coaches. Design is scheduled to begin later this year. Partial funding is currently available for this project in the 2000-2004 MTA Program. As design begins, additional will be pursued in next capital program.

**Comment 58:**

*More information is needed on the freight projects in the Digest.*

**Response:**

The Digest is a summarization of the project information which appears in the full TIP document, which is available on request or to be downloaded from our website, [www.nymtc.org](http://www.nymtc.org)

MID-HUDSON SOUTH TCC TIP PUBLIC COMMENTS AND  
RESPONSES

## Responses to 2004-2006 TIP Comments

### 09/06/2003 E-Mail from Audrey Rosenfield

Hi Jean-I am writing to you in regards to the Transportation hearing of 7/10/03 at the Rockland County fire training center in Pomona, NY. As a person with a disability who uses a motorized wheelchair I am always advocating for better services for the disabled. We desperately need better and more transportation options for the disabled in Rockland County. We would love to have a taxi commission to regulate the taxis here and obligate the taxi companies to provide us with accessible taxis. Would this hearing be a good forum for these issues? I appreciate any help you can offer me and my peers. Thanks so much.  
Audrey Rosenfield 845-356-1423

PS-I am on the board of Rockland independent living Center, TRIPS (paratransit service), and the DAC (Disability Advisory council)

Audrey

~ arose4all@aol.com ~

This comment was forwarded to Rockland County for consideration.

### 7/9/2003 - E-Mail from Peter B. Cooper to Chris Hardej

Dear Chris;

Maybe I missed something in your website, but as a newbie to your organization, I was wondering what your position is on environmental regulations like Phase II of the EPA Clean Water Act (stormwater quality). It may be old business by now, but it was lacking in the comments and plans that I saw.

Many thanks for your time,

Peter B. Cooper

cooper05@optonline.net

Mr. Hardej responded via e-mail to Mr. Cooper.

Mr. Cooper,

In response to your e-mail concerning stormwater regulations, all federally funded transportation projects (which must appear on TIP) and all New York State Department of Transportation (some of which are not federally funded and appear on TIP for informational purposes) projects follow all applicable stormwater regulations. Stormwater management while a regional concern is not required to be included as an information item on TIP's.

Concerning our member agencies, Westchester County has a Stormwater Phase II plan and they will be including SWPP plans in the future construction contracts above one acre. They also intend to abide by all applicable regulations.

Specifically concerning the New York State Department of Transportation, there is programmatic level coordination between NYSDOT and NYS Department of Environmental Conservation (and NYC Department of Environmental Protection within the NYC watershed) to insure that each NYSDOT project and the program as a whole is addressing stormwater and water quality issues. In addition, as part of the NYSDOT's Environmental Initiative this Region, Region 8, NYSDOT's Hudson Valley Region, is implementing stand alone water quality improvement projects in cooperation with NYSDEC, NYCDEP, and Trout Unlimited over and above specific project level mitigation.

Stormwater considerations at the project level begin in planning and preliminary design as stormwater mitigation is a factor in developing and selecting a project alternate to implement (examples of considerations: inside or outside New York City watershed, limiting new impervious surface, detention requirements, closed drainage versus sheet flow, etc.) and then in final design to develop the specific mitigation measures of the selected alternate. Influential in this are the permitting processes involving the Corps of Engineers, NYSDEC, and NYCDEP and any concerns expressed by the public. Please see the NYSDOT website ([www.dot.state.ny.us/eab/envinit/html](http://www.dot.state.ny.us/eab/envinit/html)) for general information on Environmental Initiative.

Chris Hardej

chardej@dot.state.ny.us

## 2004-2006 TIP Responses

### 07/10/2003 Public Meeting

**Audrey Rosenfield - asked questions concerning bus replacements, new buses for TRIPS and accessible taxis.**

Michael Gurski, Rockland County responded at the meeting to these questions. In addition, he provided information concerning the Section 5310 program. Concerning accessible taxis, TOR (Transportation of Rockland) was not able to find a taxi company to participate in the program.

**Audrey Rosenfield - asked a question about accessibility at Suffern Rail Station.**

In following up, Ernie Schneider, MNRR verified that this station is owned, operated and maintained by New Jersey Transit. All ADA questions for this station should be directed to Ms. Ronnie Sirini, Director of ADA Services, New Jersey Transit at (973) 491-8554.

**Audrey Rosenfield - mentioned a lack of signs at the White Plains TransCenter to indicate where the TZ Express bus stops and asked if this was the responsibility of Westchester County.**

Patty Chemka, Westchester County responded that they will coordinate with Rockland County about getting signs at appropriate locations. If Ms. Rosenfield knows about any locations where signs are missing she was asked to let the county know.

**Audrey Rosenfield - asked if the TRIPS card in Rockland County could be used in Westchester County?**

Patty Chemka will look into this and respond back. Michael Gurski, Rockland County explained the Rockland County policy.

**Rockland County Legislator Ellen Jaffee asked for additional information on the Westchester County project to install particulate traps on the buses.**

Patty Chemka, Westchester County mentioned that a study had been completed to look at how to reduce emissions from buses. Westchester's existing fleet will be retrofitted and the new buses will have traps installed at the factory.

Michael Gurski, Rockland County mentioned that Rockland is in discussions with its operator to look at the same technology.

**Legislator Ellen Jaffee asked if any improvements were planned at the intersection of Route 59/Airmont Road.**

Richard Peters, NYSDOT responded that no projects are planned.

**Audrey Rosenfield had questions concerning sidewalks and responsibility for accessibility, and specifically Route 45.**

Richard Peters, NYSDOT responded that sidewalks are typically more of a town issue unless a road reconstruction is being undertaken. NYSDOT policy is to look at sidewalks as part of a larger project. If a community points out a problem, NYSDOT will try to accommodate.

All NYSDOT sidewalks should be ADA compliant. If they are not, they will be corrected. If Ms. Rosenfield knows of specific areas on Route 45 that need to be improved, she should let Mr. Peters know.

**Greg Clary asked if anything on the TZB Corridor was programmed on the TIP.**

Both Rich Peters, NYSDOT and Richard Newhouse, NYSTA indicated no.

*Appendix - D*

Page 3 of 3

## 2004-2006 TIP Responses

### 7/10 Public Meeting

**Lukas Herbert provided a handout of TIP projects that are mentioned in the Mid-Hudson South Bicycle and Pedestrian Plan and what potential improvements should be looked at in conjunction with the projects.**

The handout had been forwarded to the project sponsors for their consideration as projects are designed and implemented.

**Michael Pianello - asked about the Route 9W bridge over Stony Kill and if any improvements were planned.**

Richard Peters, NYSDOT answered that this project is shown on the NYSDOT Capital Program in 2008.

NEW YORK CITY TCC TIP PUBLIC COMMENTS AND  
RESPONSES

# WOODHAVEN



## TAKING CARE OF "BIDNESS"

84-01 JAMAICA AVENUE WOODHAVEN • NY 11421

(718) 805-0760 • Fax: (718) 805-2929

July 11, 2003

Uchenna Madu  
Staff Director  
New York City Transportation Coordinating Committee  
Hunters Point Plaza  
47-40 21<sup>st</sup> Street, 9<sup>th</sup> Floor  
Long Island City, NY 11101

Dear Uchenna Madu,

On behalf of Woodhaven Business Improvement District, located on Jamaica Avenue from 100<sup>th</sup> Street to Dexter Court in Queens, NYC, we would like to go on record as to the deplorable condition of the J-Line elevated train stanchions along our district. Our Organization has been in contact with the Metropolitan Transit Authority and we have conveyed to them a survey listing the locations and the conditions of these individual stanchions (35 locations) and in the year 2000 some repairs had been made. Since that time, no improvements have been recorded, and these conditions still persist.

The Woodhaven Business Improvement District will be writing another letter requesting the repair and the painting of these stanchions. Hopefully, with your support this transportation improvement project will be included in your multi-year program of transportation improvement projects for the region an ongoing program to repair these stanchion conditions as they appear.

Thank you for this opportunity to comment on this draft project listing.

Sincerely,

*Maria Thomson*

Maria A. Thomson SF  
Executive Director

MAT/jf  
C:/J-Line stanchions

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

NEW YORK CITY  
TRANSPORTATION COORDINATING  
COMMITTEE

Uchenna Madu  
Staff Director

July 23, 2003

Maria A. Thomson  
Executive Director  
Woodhaven Business Improvement District  
84-01 Jamaica Avenue  
Woodhaven, NY 11421

Dear Ms. Thomson,

Thank you for responding to the New York City Transportation Coordinating Committee's (NYCTCC) public review and commentary of the FFY2004-2006 Transportation Improvement Program (TIP) project listings.

In consultation with the Metropolitan Transportation Authority we were made aware that, there is an existing project in the NYCT 2000-2004 Capital Program to repair the line structure on the Jamaica Line from Eastern Parkway to Cypress Hills. Design of this project has already begun. Another project, now in its master planning phase, for striping and repainting the Jamaica Line from Cypress Hills to 121 Street, is proposed for funding in the next Capital Program for the years 2005-2009. Work on the line is being phased to minimize the impact on service and the neighborhood.

If you have further questions about the program or the responses to the specific issue you noted, please notify me or the agency representative, Ms. Sarah Rios at 212 878 7127.

I wish to use this opportunity also to invite you to the NYCTCC Executive Meeting scheduled for July 30<sup>th</sup> by 2:00P.M, at Spector Hall, New York City Department of City Planning, #22 Reade Street. The purpose of the meeting will be to adopt the FFY2004-2006 NYCTCC portion of the New York Metropolitan Transportation Council's (NYMTC) TIP, after a 30 day public review and commentary period which started June 20<sup>th</sup> 2003 and ended July 21<sup>st</sup> 2003. This will present a good forum for direct interaction and discussions with agency staff representatives.

Sincerely,  
  
Uchenna Madu  
Acting Staff Director

Cc: Sarah Rios, MTA  
Jack Schmidt, NYCDOP  
Peter King, NYSDOT  
Charles Ukegbu, NYCDOT  
Tom Schutze, NYMTC

# TRANSPORTATION ALTERNATIVES

5 West 36th Street Suite 1207 New York, New York 10018-4010  
212.628.8988 fax 212.628.8334 info@transalt.org www.transalt.org

June 26, 2003

Uchenna Madu, Staff Director  
NYC Transportation Coordinating Committee  
Hunters Point Plaza  
47-40 21st Street, 9th Floor  
Long Island City, NY 11101

Re: Comments on NYCTCC TIP

Dear Mr Madu,

I write in response to your request for comments on the NYCTCC TIP. My organization represents the interests of pedestrians and bicyclists in New York City. Over the last decade we have often taken the time to review the TIP and provide extensive written comments. However, we have since concluded that our comments had no impact whatsoever and that our time is better spent on other activities.

This said, I write today to put on the record our opinion that NYMTC's request for comments is a meaningless pro forma exercise, that over more than decade has proven to have no bearing on transportation funding or policy decisions. With all due respect to the NYMTC staff, I recommend to NYMTC and its Federal overseers that this process be abandoned and that the government and public energies be redirected to better use. My hope is that other interested-citizens do not mistakenly waste their time as we have in the past.

Sincerely,

  
John Kaehny  
Executive Director

CC: Tri-State Transportation Campaign

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

NEW YORK CITY  
TRANSPORTATION COORDINATING  
COMMITTEE

Dchenas Mado  
Staff Director

July 23, 2003

John Kaehny, Executive Director  
Transportation Alternatives  
115 West 30<sup>th</sup> Street Suite 1207  
NY, NY 10001

Re: Comments on NYCTCC TIP

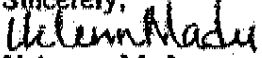
Dear Mr. Kaehny,

I am in receipt of your letter of June 26<sup>th</sup> regarding the request of the NYCTCC for comments on the 2004-06 TIP. While I find your comments thought provoking and while I can appreciate the frustrations noted in your letter, I cannot agree with your assessment of the public review and comment process as being a waste of time. The transportation program of the NYCTCC is the product of the earnest attempts of the member agencies to address transportation priorities under an increasingly constrained fiscal environment. That said, we have continued to strive to build a program that is truly multi modal and which reflects the interests and priorities of our constituents.

9 years ago (FFY 1994), total spending for 'non traditional' kinds of projects such as bicycle and pedestrian facilities was about \$15million covering approximately 15 projects, whereas in Federal Fiscal Year 2002 about \$40million dollars was expended for approximately 18 projects, a very substantial growth in the program. The New York City TCC is currently progressing the largest program of 'community enhancements' in its history to include bikeways, greenways, wetland restoration, etc. . . . It is of interest to note that in a couple of weeks the NYCTCC Bike/Pedestrian Working Group will be having public presentation and review of the draft Bike/Ped element of the Regional Transportation Plan. When the NYCTCC first began developing its Regional Transportation Plan 9 years ago, the bike/ped element was practically non-existent.

The need for infrastructure renewal on the City's bridges, tunnels, highways and transit facilities could well justify using all our scarce resources on such projects. However, we have chosen to allocate significant federal and local funds to community enrichment projects because; a) we believe it is in the public interest and part of our mission to do so, and b) because of comments and concerns expressed to us by special interest groups such as yours.

As I noted above, I can appreciate your sense of frustration. We too, are often frustrated by lack of resources, especially when we encounter arguments being put forth in Washington that may potentially reduce New York City's allocation of FA under SAFETEA. Frustration, however, is not a good reason to back away from an important public process. I ask you to reconsider the position stated in your letter and remain an active participant in the NYC TIP process. Your voice does make a difference.

Sincerely,  
  
Uchenna Madu  
Acting Staff Director

Cc: Sarah Rios, MTA  
Jack Schmidt, NYCDOP  
Peter King, NYSDOT  
Charles Ukegbu, NYCDOT  
Tom Schulze, NYMTC

**Public Commentary**  
**Questions from July 1<sup>st</sup> 2003 NYCTCC TIP Meeting,**

- Q.1: **Joseph Hartigan/Rockaway Action Committee:** Mr. Hartigan asked whether any agency has considered combination of passenger/freight ferry service between Rockaway and Manhattan? express buses could make more stops in Brooklyn if their interim destination was this ferry, where people could take it to Manhattan?  
Is there any Alternative Transportation Plan for the ferry mode in case of emergency in the City?  
Is there a plan for using biodiesel fuel, since there is about 10,000 gallons/week of cooking oils discarded in the City?...trade off the biodiesel for the subsidy...and the use of ferry service to the airports from the other boroughs..
- A.1: **L. Venech/PANYNJ:** NYMTC is working with other agencies to expand the Ferry Coalition; PANYNJ will continue to coordinate with NYCDOT Emergency Service planning; takes all modes into account.  
**Jack Schmidt/NYCDOT:** There is an ongoing study funded through the Unified Planning Work Program for feasibility of Passenger/Freight ferry services between JFK and Hunts point.
- Q.2: **Michael Bradley/ Riverside South Planning Corp.:** Mr. Bradley asked what the status of Penn Station ferry access project in the Mid Hudson South is ....
- A.2: **M. Albrecht/MTA:** This will be addressed in the Mid Hudson TCC public meeting since the proposal was initiated in that venue.
- Q.3: **John L. Cornelius, Queens CB #7:** Mr. Cornelius asked if there were plans to computerize the #7 line.
- A.3: **P. King/NYS DOT:** I'm not sure what you mean by computerized but when it is finished it will allow closer headways between trains. The system is similar to what is currently done at the IRT or the IND line.
- Q.4: **John L. Cornelius, Queens CB #7:** Mr. Cornelius stated that due to poor port facilities/access there is concern that cargo ships coming into NYC ports could be diverted elsewhere. Is there any work scheduled for the Brooklyn side of the Harbor?
- A.4: **L.Venech/PANY/NJ:** The PANY/NJ is developing a study and Environmental Impact Statement to look at an overall Port Plan. It will determine what plans and strategy will be chosen to improve the harbor. In the interim the Port Authority has solicited lease/operating proposals to maintain the Red Hook facilities.  
**P.King/NYS DOT:** Dredging can be costly and dependent on several other factors. Recommendations that come out of the Comprehensive Port Improvement Program (CPIP) study will address the long term Port needs and option.
- Q.5: **Joseph Hartigan/Rockaway Action Comm.:** Mr. Hartigan stated, If you don't know where or when people travel, how do you know what to improve; will the agencies begin to utilize the tracking of random travelers to know who uses the roads, when and what

- interchanges are used more than others? Possibilities exist to use EZ pass technology in the Belt Parkway/ BQE for this purpose.
- A.5: **C.Ukegbu/NYCDOT:** Use of EZ Pass data is problematical because of privacy issues and it's limited use along only major corridors. NYCDOT normally undertakes Origin Destination Surveys to determine directions and patterns of traffic flow, and this is used to guide improvement recommendations. We know a lot about where/how people travel: NYMTC's Best Practice Model (BPM) is based upon extensive home interviews as well as thousands of annual traffic and transit counts. The BPM serves as the basis for most future transportation planning and forecasting.
- P.King/NYS DOT:** The NYSDOT is looking at the potentials of using TRANSMIT technology to pick up EZ pass tags while maintain privacy. This has been tested on Tappan Zee Bridge and I'd like to see it expanded throughout the system.
- Q.6: **Cora Shelton, Manhattan CB #7:** Ms. Shelton Expressed concern that the bridge rehabilitation work in East Harlem will prevent waterfront access to the community. East Harlem has been ignored and residents input have not been considered in the planning process. Recent zoning should be more considerate of the neighborhood; and the rehabilitation of the Harlem River Bridge has interrupted the community's use of the waterfront.
- A.6: **C.Ukegbu/NYCDOT:** We've contacted the CB's, BIDS, Community Groups, etc., in Northern Manhattan before starting these projects to let the communities know what we are doing. Mitigation strategies are in place for Maintenance and Protection of Traffic (MPT) and free movement of pedestrians in the project area. The borough office is responsible for informing the community about mitigation strategies and what's going on in their community. Suggested Cora should contact the borough office for more information.
- J.Schmidt/NYCDOP:** The DCP/DPR wants to have a Greenbelt around Manhattan, and you may have noticed the section around Sherman Creek and also on the west side of Manhattan. It is our intention to have that park go around the entire island, and make it accessible to Manhattanites for their recreation and use.
- Q.7: **Daniella Eidelberg/ Time Square Business Improvement District:** Mr. Eidelberg noted she had received a letter from Tom Schulze of NYMTC regarding the project listing on the Transportation Improvement Program. The Department of Transportation of NYC has a major \$10 million project to increase the width of the sidewalks in Times Square, which is scheduled for FY'06. The BID is also looking to do a streetscape program in conjunction with the sidewalk project. They felt that \$10 million was not enough and were seeking to obtain additional funds in TEA-21 monies that will be available later on this year. Is there a reason why the sidewalk widening project was omitted from the list? How do we go about applying to be on the list of projects?
- A.7: **Uchenna Madu/NYCTCC:** Thanks for taking time to go through the draft TIP program, your comments are well taken. As a background, the TIP is a capital program listing all federally funded transportation projects to be undertaken in the region over the next three years. As such it's not a comprehensive listing of the City's locally funded capital program. Locally funded projects are included for information purposes. Even though construction of the Times Square sidewalk widening is not federally funded, it is

mentioned in the narrative section of the TIP as one of the program highlights. Please note that the TIP does not guarantee funds, rather it is only an enabling document to secure federal dollars. The TIP is updated biannually and the project in question is scheduled for FFY2006 and will be considered during the next TIP Update when there is clear direction on post TEA-21 funding.

Mr. Madu noted that a second public meeting would be held on July 30, 2003 to review and approve the NYCTCC portion of the TIP.

nyctcc:public meeting remarks

PROVIDING A TEMPORARY WAIVER FROM CERTAIN TRANSPORTATION CONFORMITY REQUIREMENTS AND METROPOLITAN TRANSPORTATION PLANNING REQUIREMENTS UNDER THE CLEAN AIR ACT AND UNDER OTHER LAWS FOR CERTAIN AREAS IN NEW YORK WHERE THE PLANNING OFFICES AND RESOURCES HAVE BEEN DESTROYED BY ACTS OF TERRORISM, AND FOR OTHER PURPOSES

---

SEPTEMBER 9, 2002.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

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Mr. TAUZIN, from the Committee on Energy and Commerce, submitted the following

R E P O R T

[To accompany H.R. 3880]

[Including cost estimate of the Congressional Budget Office]

The Committee on Energy and Commerce, to whom was referred the bill (H.R. 3880) to provide a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act and under other laws for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism, and for other purposes, having considered the same, report favorably thereon with an amendment and recommend that the bill as amended do pass.

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#### AMENDMENT

The amendment is as follows:

Strike all after the enacting clause and insert the following:

#### SECTION 1. CLEAN AIR TRANSPORTATION CONFORMITY; TEMPORARY WAIVER FOR NEW YORK AREAS.

(a) TEMPORARY WAIVER.—Notwithstanding any other provision of law, until September 30, 2005, the provisions of section 176(c) of the Clean Air Act, and the regulations promulgated thereunder, shall not apply to transportation projects, programs, and plans (as defined in 40 C.F.R. Part 93, Subpart A) for the counties of New York, Queens, Kings, Bronx, Richmond, Nassau, Suffolk, Westchester, Rockland, Putnam, or the towns of Blooming Grove, Chester, Highlands, Monroe, Tuxedo, Warwick, and Woodbury in Orange County, New York. The preceding sentence shall not apply to the regulations under section 176(c)(4)(B)(i) of such Act relating to Federal and State interagency consultation procedures.

(b) INTERIM PROGRESS REPORT.—Not later than January 1, 2004, the Governor of New York shall submit to the Committees on Energy and Commerce and Transportation and Infrastructure of the House of Representatives, the Committee on Environment and Public Works of the Senate, the Administrator of the Environmental Protection Agency, and the Secretary of Transportation a report regarding the status of the State's progress towards achieving compliance with the provisions of law and regulation subject to the temporary waiver provided by subsection (a). Such report shall explain in detail the steps that the State has taken towards achieving such compliance and identify the necessary steps that remain to be taken by September 30, 2005, in order for the transportation projects, programs, and plans for the counties referred to in subsection (a) to be in compliance with the provisions of section 176(c) of the Clean Air Act, and the regulations promulgated thereunder, by September 30, 2005. The report shall also include a regional emissions analysis generally consistent with the requirements of 40 CFR 93.122, together with the relevant air quality data.

#### SEC. 2. METROPOLITAN PLANNING REQUIREMENTS; TEMPORARY WAIVER FOR NEW YORK AREAS.

Notwithstanding any other provision of law, until September 30, 2005, the provisions of sections 134(h)(1)(D), 134(i)(3), 134(i)(5), and 134(l)(1) of title 23 of the United States Code and sections 5304(a)(1), 5305(c), and 5305(e)(1) of title 49 of the United States Code and the regulations promulgated thereunder, shall not apply to the New York Metropolitan Transportation Council or to the Metropolitan Planning Organization designated under section 134(b) of title 23 of the United States Code.

#### SEC. 3. ADDITIONAL REQUIREMENTS.

(a) PROHIBITION ON CAPACITY EXPANSION.—During the period of the temporary transportation conformity waiver for transportation plans, programs, and projects under section 1, no regionally significant capacity expanding highway project shall be added to the Regional Transportation Plan for the counties referred to in section 1 and no such project may be advanced from the out years of the Plan into the TIP, except as provided in subsection (b).

(b) EXCEPTION.—Any regionally significant capacity expanding highway project south of Canal Street and West of Broadway in Manhattan may be added to the Plan referred to in subsection (a) if—

(1) the project is part of a redevelopment plan for lower Manhattan subject to NEPA and the New York State Environmental Quality Act, as applicable; and

(2) any projected increases in transportation related emissions resulting from the project are offset by corresponding reductions within the affected county, with best efforts made to secure reductions from within the immediate area affected by the project's emissions.

## PURPOSE AND SUMMARY

The purpose of H.R. 3880 is to provide the State of New York a temporary waiver from certain Clean Air Act (CAA) transportation conformity requirements and related metropolitan planning requirements of the Transportation Equity Act for the 21st Century (TEA-21) until September 30, 2005, so that New York can implement adjustments necessary after the September 11, 2001, terrorist attack on the World Trade Center. In addition, the bill requires that New York file an Interim Progress Report no later than January 1, 2004, detailing the manner in which the State will achieve compliance with the transportation conformity requirements no later than the expiration of the temporary waiver.

## BACKGROUND AND NEED FOR LEGISLATION

Section 176(c) of the CAA requires that transportation activities “conform” to State air quality plans before the federal government funds these activities. This conformity determination is made when the state adopts a transportation plan or transportation improvement program (TIP) and is based on a complex computer model of emissions from regional transportation activity known as a “regional emissions analysis.” The CAA requires that the regional emission analysis used for a conformity determination must be less than three years old. New York’s current regional emissions analysis will reach its three year expiration date on October 1, 2002. Accordingly, unless the State submits a conformity determination using an updated regional emissions analysis, New York’s conformity determination will “lapse” on October 1, 2002. After a conformity lapse, only certain exempt transportation projects are eligible to receive federal funding.

New York State officials have concluded that the aftermath of the September 11, 2001 World Trade Center tragedy makes it impossible for New York to meet the October 2002 conformity determination deadline. The Environmental Protection Agency (EPA) and the Department of Transportation (DOT) agree with that assessment. As explained below, New York’s transportation planning offices have suffered a tremendous loss of personnel and resources. Moreover, the regional transportation landscape has been so significantly altered after September 11 that the State cannot simply update its old regional emission analysis to reflect new trends, but must instead build an entirely new computer model, a task that New York officials, EPA, and DOT agree cannot be completed by the current October 2002 deadline.

The headquarters of New York Metropolitan Transportation Council (NYMTC) were located on the 82nd floor of One World Trade Center. NYMTC offices, equipment, and files were destroyed when the tower collapsed. Three staff members are still missing and presumed dead. NYMTC has set up temporary offices in Long Island City, but it will take over a year for NYMTC to be able to function effectively again.

In addition to the destruction of the office and the loss of staff, the terrorist attack changed the economic geography of the New York City region. For example, New York State officials estimate that up to 50 million square feet of office space was destroyed or damaged as a result of the World Trade Center attack, more than

all of the office space in Columbus, Ohio. Consequently, tens of thousands of workers are now commuting to other parts of the region. This movement has significant short-term and long-term impacts on the distribution of jobs in the region. NYMTC estimates that it will take two to three years to understand how these shifts in employment concentrations will affect local and regional travel patterns. Additionally, new federal security procedures are likely to alter the movement of goods via air, water, and land in the region. Until this extraordinary period of uncertainty passes, NYMTC believes that it will be impossible to collect the data and identify the inputs needed to develop an accurate computer model for the regional emissions analysis.

Without temporary relief from the requirement for an updated regional emissions analysis, New York will be in a conformity lapse on October 1, 2002, and, after that date, could receive federal transportation funding only for certain exempt projects. This would have a significant effect on the region, as NYMTC estimates the total value of highway and transit projects that would not proceed during a conformity lapse at \$4.6 billion.

#### HEARINGS

The Committee on Energy and Commerce has not held hearings on the legislation.

#### COMMITTEE CONSIDERATION

On July 24, 2002, the Subcommittee on Energy and Air Quality met in open markup session and approved H.R. 3880 for Full Committee consideration, without amendment, by a voice vote, a quorum being present. On Thursday, September 5, 2002, the Committee on Energy and Commerce met in open markup session and favorably ordered reported H.R. 3880, as amended, by a voice vote.

#### COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires the Committee to list the record votes on the motion to report legislation and amendments thereto. There were no record votes taken in connection with ordering H.R. 3880 reported. A motion by Mr. Tauzin to order H.R. 3880 reported to the House, as amended, was agreed to by a voice vote.

#### COMMITTEE OVERSIGHT FINDINGS

The Committee has not held oversight or legislative hearings on this legislation.

#### STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

The goal of H.R. 3880 is to provide the State of New York with a temporary waiver from certain CAA transportation conformity requirements and related metropolitan planning requirements of TEA-21 so that the State can implement adjustments necessary in response to these unique circumstances.

NEW BUDGET AUTHORITY, ENTITLEMENT AUTHORITY, AND TAX  
EXPENDITURES

In compliance with clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, the Committee finds that H.R. 3880 would result in no new or increased budget authority, entitlement authority, or tax expenditures or revenues.

COMMITTEE COST ESTIMATE

The Committee adopts as its own the cost estimate prepared by the Director of the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974.

CONGRESSIONAL BUDGET OFFICE ESTIMATE

Pursuant to clause 3(c)(3) of rule XIII of the Rules of the House of Representatives, the following is the cost estimate provided by the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974:

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
*Washington, DC, September 6, 2002.*

Hon. W.J. "BILLY" TAUZIN,  
*Chairman, Committee on Energy and Commerce,  
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 3880, a bill to provide a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act and under other laws for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism, and for other purposes.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contacts are Susanne S. Mehlman (for federal costs), and Susan Tompkins (for the state and local impact).

Sincerely,

BARRY B. ANDERSON  
(For Dan L. Crippen, Director).

Enclosure.

*H.R. 3880—A bill to provide a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act and under the laws for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism, and for other purposes*

H.R. 3880 would waive certain Clean Air Act provisions that require transportation programs to conform with approved state air quality plans in order to receive federal funding until September 30, 2005, for certain areas in the state of New York. This legislation also would exempt certain areas of New York (until September 30, 2005) from several reporting requirements under the Transportation Equity Act for the 21st Century.

Based on information from the Environmental Protection Agency and the Department of Transportation, CBO estimates that enacting H.R. 3880 would not have a significant effect on the federal budget. Without the waiver from current law that is contained in this legislation, it is possible that New York City would become ineligible to receive certain federal transportation funds. In that event, such funds would be spent on transportation projects in other areas of the state. Because the bill would not affect direct spending or receipts, pay-as-you-go procedures would not apply.

H.R. 3880 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state or local governments. Overall, the bill would benefit both the state of New York and New York City by preserving the flow of federal highway funding. If the reporting requirements under current law were not met, the New York metropolitan region could lose as much as \$1 billion funding for certain highway and transit projects during fiscal years 2003 and 2004.

The CBO staff contacts for this estimate are Susanne S. Mehlman (for federal costs), and Susan Tompkins (for the state and local impact). This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

#### FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act.

#### ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

#### CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 3(d)(1) of rule XIII of the Rules of the House of Representatives, the Committee finds that the Constitutional authority for this legislation is provided in Article I, section 8, clause 3, which grants Congress the power to regulate commerce with foreign nations, among the several States, and with the Indian tribes.

#### APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act.

#### SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

##### *Section 1. Clean air transportation conformity; temporary waiver for New York areas*

Section 1 provides a waiver from CAA section 176(c) transportation conformity requirements until September 30, 2005 for the relevant New York City area. It is the intent of the Committee that the operation of H.R. 3880 and current law will require that New York complete the development and adoption of a revised regional transportation plan and TIP no later than September 30, 2005, that will achieve the budgets for motor vehicle emissions contained

in the applicable implementation plan for the New York metropolitan nonattainment area for 2005 and 2007. The Committee intends that the waiver provided in this section applies only to transportation conformity requirements; the waiver does not apply to the general conformity requirements established by regulation promulgated pursuant to CAA section 176(c). This intent is expressed by the use of the phrase “transportation projects, programs, and plans” that contains terms used and defined in transportation conformity regulation issued by EPA and promulgated at 40 CFR Part 93 Subpart A.

Section 1 also requires that New York continue certain Federal and State interagency consultation procedures and that, not later than January 1, 2004, the Governor of New York submit an interim progress report to the Committees on Energy and Commerce and Transportation and Infrastructure of the House of Representatives, the Committee on Environment and Public Works of the Senate, EPA, and DOT. The report shall explain in detail the steps that the State has taken towards achieving compliance and identify the necessary steps that remain to be taken by September 30, 2005. It is the intent of the Committee that the Interim Progress Report contain information demonstrating the manner in which New York will meet the following milestones:

(a) Not later than April 1, 2003, the collection and analysis of new travel surveys, along with new job, labor force, and household data to describe the revised travel and activity patterns in the New York metropolitan area and support refined validation of the Best Practices transportation model for the region;

(b) Not later than February 1, 2004, the development of revisions to the Best Practices transportation model needed to reliably replicate observed travel patterns in the New York metropolitan area;

(c) Not later than September 1, 2004, preliminary modeling analyses of motor vehicle emissions using the latest travel survey data, the revisions to the Best Practices model, and the latest iteration of EPA’s MOBILE model to demonstrate expected emissions of pollutants subject to the requirements of 40 CFR § 93.118 in 2005, 2007, 2015 and 2025, with applicable models and data available for independent public oversight;

(d) Not later than April 1, 2005, the submission of the proposed regional transportation plan, TIP and emissions analyses to the public for review and comment pursuant to 40 CFR § 93.105; and

(e) Not later than October 1, 2005, the adoption of such additional measures as may be necessary to achieve the levels of motor vehicle emissions required by the emissions budgets contained in the applicable implementation plan no later than the year by which such budget is to be attained, and such additional measures as may be necessary to maintain the latest budget during the years following the last budget year.

*Section 2. Metropolitan planning requirements; temporary waiver for New York areas*

Section 2 provides New York with a waiver until September 30, 2005 of certain transportation conformity-related metropolitan

planning requirements for the relevant New York City area. The Committee notes that these waivers do not affect environmental review requirements such as those established by the National Environmental Policy Act.

*Section 3. Additional requirements*

Section 3 provides that, generally, during the period of the transportation conformity waiver established by section 1, New York cannot add regionally significant capacity expanding highway projects to the Regional Transportation Plan for the New York City area, and that no such project may be advanced from the out years of the Plan into the TIP. However, section 3 does not affect regionally significant capacity expanding highway projects taking place in the immediate area of the World Trade Center reconstruction. These projects are subject to specific emissions offset requirements.

It is the understanding of the Committee that New York will undertake other, additional air quality related measures to reduce emissions in the region. For example, the Committee understands that New York will require ultra low sulfur diesel (15 ppm sulfur or less) and best available retrofit technology to reduce emissions of fine particulate matter and NO<sub>x</sub> from construction machinery used instate agency and authority fleets and contracts in the reconstruction of lower Manhattan. The Committee also views favorably New York's commitment to work with the environmental community and other stakeholders to identify and implement transportation control measures and other control strategies to further reduce emission in the region.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

This legislation does not amend any existing Federal statute.

EXCHANGE OF COMMITTEE CORRESPONDENCE

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,  
*Washington, DC, September 9, 2002.*

Hon. W.J. "BILLY" TAUZIN,  
*Chairman, Committee on Energy and Commerce, House of Representatives, Rayburn House Office Building, Washington, DC.*

DEAR CHAIRMAN TAUZIN: I am writing with regard to H.R. 3880, which was ordered reported with an amendment in the nature of a substitute by the Committee on Energy and Commerce on September 5, 2002. As you know, the Committee on Transportation and Infrastructure was named as an additional Committee of jurisdiction upon the bill's introduction.

I recognize your desire to bring this bill before the House in an expeditious manner. Accordingly, I will not exercise my Committee's right to a sequential referral of the legislation. By agreeing to waive its consideration of the bill, however, the Committee on Transportation and Infrastructure does not waive its jurisdiction over H.R. 3880. In addition, the Transportation and Infrastructure Committee reserves its authority to seek conferees on provisions of the bill that are within its jurisdiction during any House-Senate conference that may be convened on this legislation. I ask for your

commitment to support any request by the Transportation and Infrastructure Committee for conferees on H.R. 3880.

I request that you include a copy of our exchange of letters in your Committee's report on H.R. 3880 and in the Congressional Record during consideration on the House Floor. Thank you.

Sincerely,

DON YOUNG,  
*Chairman.*

---

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON ENERGY AND COMMERCE,  
*Washington, DC, September 5, 2002.*

Hon. DON YOUNG,  
*Chairman, Committee on Transportation and Infrastructure, House of Representatives, Rayburn House Office Building, Washington, DC.*

DEAR CHAIRMAN YOUNG: Thank you for your letter regarding to H.R. 3880, a bill to provide a temporary waiver from certain transportation conformity requirements and metropolitan transportation planning requirements under the Clean Air Act and under other laws for certain areas in New York where the planning offices and resources have been destroyed by acts of terrorism.

As the Committee on Transportation and Infrastructure was named as an additional Committee of jurisdiction upon the bills introduction, I acknowledge and appreciate your willingness not to exercise your full referral on the bill. In doing so, I agree that your decision to waive consideration of the bill will not prejudice the Committee on Transportation and infrastructure with respect to its jurisdictional prerogatives on this legislation or similar legislation. Further, I recognize your right to request conferees on those provisions within the Committee on Transportation and Infrastructure's jurisdiction should they be the subject of a House-Senate conference.

I will include your letter and this response in the Committee's report on H.R. 3880.

Sincerely,

W.J. "BILLY" TAUZIN,  
*Chairman.*

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL



Tom Schulze  
Executive Director

COUNCIL MEMBERS

Joseph H. Boardman  
Permanent Co-Chair  
Commissioner  
New York State  
Department of Transportation

Amanda Burden  
Co-Chair  
Director  
New York City  
Department of City Planning

Robert J. Gaffney  
Suffolk County Executive

Iris Weinsahl  
Commissioner  
New York City  
Department of Transportation

Thomas Suozzi  
Nassau County Executive

Robert J. Bondi  
Putnam County Executive

C. Scott Vanderhoef  
Rockland County Executive

Andrew Spano  
Westchester County Executive

Katherine N. Lapp  
Executive Director  
Metropolitan Transportation Authority

Letitia Thompson  
Regional Administrator  
Federal Transit Administration

Joseph Seymour  
Executive Director  
Port Authority of New York  
& New Jersey

Robert Arnold  
Division Administrator  
Federal Highway Administration

George D. Warrington  
Executive Director  
New Jersey Transit

Erin Crotty  
Commissioner  
New York State Department  
of Environmental Conservation

Jane M. Kenny  
Regional Administrator  
U. S. Environmental  
Protection Agency

Joel S. Weiner  
Executive Director  
North Jersey Transportation  
Planning Authority, Inc.

Robert Dennison III  
Council Secretary  
New York State  
Department of Transportation

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC)

RESOLUTION #2003-6 – ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FEDERAL FISCAL YEAR 2004-2006

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is designated by the Governor of New York State as the Metropolitan Planning Organization for New York City, the Lower Hudson Valley, and Long Island; and

WHEREAS, NYMTC has approved procedures by which the Transportation Improvement Program (TIP) is cooperatively developed by local, state, and regional transportation, planning, and environmental officials; and

WHEREAS, NYMTC's Transportation Improvement Program, for the period of FFY 2004-2006, has been developed in accordance with the procedures and is composed of the project listings and supporting documentation from each of the three transportation coordinating committees; and

WHEREAS, the Transportation Improvement Program is consistent with the current Regional Transportation Plan, entitled *Mobility for the Millennium*, as amended; and

WHEREAS, the New York metropolitan region has been granted a waiver of air quality conformity requirements through September 30, 2005 with the condition that there is an interagency review of all categories of improvement projects covered by the Clean Air Act Amendments of 1990; and

WHEREAS, the FFY 2004-2006 Transportation Improvement Program and the Regional Transportation Plan have been prepared within NYMTC's adopted planning process and the provisions of the waiver of air quality conformity requirements; and

WHEREAS, the FFY 2004-2006 Transportation Improvement Program continues to be fiscally constrained in accordance with federal regulations.


NOW THEREFORE BE IT RESOLVED THAT, the Council adopts the FFY 2004-2006 Transportation Improvement Program and authorize the Secretary of the Council to forward the approved TIP to the New York State Department of Transportation requesting that it take all necessary action to obtain federal approval; and

BE IT FURTHER RESOLVED THAT, the Council agrees that if all projects in the FFY 2003 element (committed/obligated column) of the program are not obligated and/or can not be implemented in part or in whole by September 30, 2003, they may be included in future program years without further action by this Council providing that fiscal constraint can be maintained.

This resolution shall take effect on the 30th day of September, 2003.

ADOPTED: September 30, 2003

"I certify that Resolution #2003-6 – Adoption of the Transportation Improvement Program for the Federal Fiscal Year 2004-2006 was adopted and passed unanimously by mail ballot."

  
PFAC Secretary

THE METROPOLITAN PLANNING ORGANIZATION

43-46 21ST STREET ▼ LONG ISLAND CITY ▼ NEW YORK ▼ 11101 ▼ 718.472.3046 ▼ WWW.NYMTC.ORG

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Tom Schulze, AICP  
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

**RESOLUTION #178 – ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FEDERAL FISCAL YEAR 2004-2006**

**WHEREAS**, the New York Metropolitan Transportation Council (NYMTC) is designated by the Governor of New York State as the Metropolitan Planning Organization for New York City, the Lower Hudson Valley, and Long Island; and

**WHEREAS**, NYMTC has approved procedures by which the Transportation Improvement Program (TIP) is cooperatively developed by local, state, and regional transportation, planning, and environmental officials; and

**WHEREAS**, NYMTC's Transportation Improvement Program, for the period of FFY 2004-2006, has been developed in accordance with the procedures and is composed of the project listings and supporting documentation from each of the three transportation coordinating committees; and

**WHEREAS**, the Transportation Improvement Program is consistent with the current Regional Transportation Plan, entitled *Mobility for the Millennium*, as amended; and

**WHEREAS**, the New York metropolitan region has been granted a waiver of air quality conformity requirements through September 30, 2005 with the condition that there is an interagency review of all categories of improvement projects covered by the Clean Air Act Amendments of 1990; and

**WHEREAS**, the FFY 2004-2006 Transportation Improvement Program and the Regional Transportation Plan have been prepared within NYMTC's adopted planning process and the provisions of the waiver of air quality conformity requirements; and

**WHEREAS**, the FFY 2004-2006 Transportation Improvement Program continues to be fiscally constrained in accordance with federal regulations.

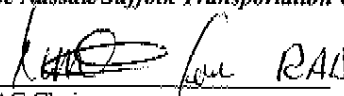
**NOW THEREFORE BE IT RESOLVED THAT**, NYMTC's Program, Finance and Administration Committee recommends that the Council adopt the FFY 2004-2006 Transportation Improvement Program and authorize the Secretary of the Council to forward the approved TIP to the New York State Department of Transportation requesting that it take all necessary action to obtain federal approval; and

**BE IT FURTHER RESOLVED THAT**, NYMTC's Program, Finance and Administration Committee recommends that if all projects in the FFY 2003 element (committed/obligated column) of the program are not obligated and/or can not be implemented in part or in whole by September 30, 2003, they may be included in future program years without further action by this Council providing that fiscal constraint can be maintained.

This resolution shall take effect on the 25<sup>TH</sup> day of September, 2003.

**ADOPTED:** September 25, 2003

*"I certify that Resolution #178 – Adoption of the Transportation Improvement Program for the Federal Fiscal Year 2004-2006, was motioned by Lawrence Salley of Westchester County, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Lawrence Berger of Nassau County, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."*

  
PFAC Chairperson

T H E M E T R O P O L I T A N P L A N N I N G O R G A N I Z A T I O N

45-46 21ST STREET ▼ LONG ISLAND CITY ▼ NEW YORK ▼ 11101 ▼ 718.472.3046 ▼ WWW.NYMTC.ORG

## RESOLUTION

### TO ENDORSE THE MID-HUDSON SOUTH TCC ELEMENT OF THE FFY 2004-2006 NYMTC TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Federal rules and regulations require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

WHEREAS, the New York Metropolitan Transportation Council is designated by the Governor of New York State as the Metropolitan Planning Organization for the metropolitan areas of New York City, the Lower Hudson Valley, and Long Island; and

WHEREAS, the Council has delegated responsibility to the Mid-Hudson South Transportation Coordinating Committee (MHSTCC) for recommending a subregional program of project listings for Westchester, Rockland and Putnam Counties; and

WHEREAS, these project listings have been developed in accordance with federal rules and regulations, with the cooperation of State, regional, and local officials as well as regional public and private transit operators, and with the active participation of the general public; and

WHEREAS, the TIP is consistent with the Regional Transportation Plan, entitled Mobility for the Millennium; and


WHEREAS, NYMTC has been granted a waiver for a quantitative demonstration of air quality conformity with the condition that there is an interagency review of all categories of improvement projects covered by the Clean Air Act; and

NOW, THEREFORE, BE IT RESOLVED, that the Mid-Hudson South Transportation Coordinating Committee endorses the attached MHSTCC FFY 2004-2006 Program and recommends it for approval by the Council; and

BE IT FURTHER RESOLVED, that it is recognized that if all projects in the FFY 2003 element (obligated column) of the program are not obligated and/or can not be implemented in part or in whole by September 30, 2003, they may be included in future program years without any further action by this committee providing fiscal constraint can be maintained; and

BE IT FINALLY RESOLVED, that the Secretary of the Mid-Hudson South Transportation Coordinating Committee is hereby authorized to transmit the MHSTCC portion of the NYMTC TIP for inclusion in the update of the NYMTC FFY 2004-2006 TIP to be approved by the Council.

8/19/03  
Date

  
Robert A. Denison III, Secretary  
Mid-Hudson South Transportation  
Coordinating Committee

**RESOLUTION TO ADOPT  
NASSAU/SUFFOLK ELEMENT OF  
THE NEW YORK METROPOLITAN  
TRANSPORTATION COUNCIL  
FFY 2004-2006  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, Federal rules and regulations require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization (MPO); and

**WHEREAS**, the New York Metropolitan Transportation Council (NYMTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the metropolitan area of New York City, the Lower Hudson Valley, and Long Island; and

**WHEREAS**, the Council has delegated responsibility to the Nassau/Suffolk TCC for recommending a subregional project listing for Nassau and Suffolk Counties; and

**WHEREAS**, this project listing has been developed in accordance with federal rules and regulations; with the cooperation of State, regional, and local officials, as well as regional public and private transit operators, and with the active participation of the general public; and

**WHEREAS**, Nassau County, Suffolk County, the New York State Department of Transportation, local transit operators, and the Metropolitan Transportation Authority (MTA) recognize the special needs for physically challenged, making special efforts toward including improvements for the disabled as required by the 1990 Americans with Disabilities Act; and

**WHEREAS**, the Nassau/Suffolk TCC recognized the goals of the NYMTC Regional Transportation Plan, *Mobility for the Millennium*, and this project listing has been developed consistent with this long range plan; both federal-aid and non-federal-aid capital projects of this project listing are also consistent with the approved conforming Regional Transportation Plan; and

**WHEREAS**, this project listing has been developed cognizant of the goals and objectives stated in the State Implementation Plan (SIP); and has provided data for the required TIP/SIP Conformity Assessment to meet the Clean Air Act Amendments of 1990 guidelines; and


**WHEREAS**, the Nassau/Suffolk portion of the New York Metropolitan Transportation Council (NYMTC) TIP has been found to be consistent with the estimated level of financial resources available to the Nassau/Suffolk Transportation Coordinating Committee (N/S TCC).

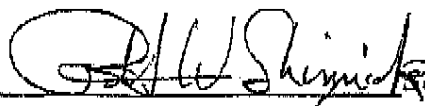
**NOW, THEREFORE, BE IT RESOLVED**, that the Nassau/Suffolk Transportation Coordinating Committee endorses the attached Nassau/Suffolk Element of the NYMTC FFY 2004-2006 TIP and recommends such for approval by the New York Metropolitan Transportation Council; and

**BE IT FURTHER RESOLVED**, that it is recognized that if all projects in the FFY 2003 element (committed/obligated column) of the program are not obligated and/or can not be implemented in part or in whole by September 30, 2003, they may be included in future program years without any further action by this TCC providing fiscal constraint can be maintained; and

**BE IT FINALLY RESOLVED**, that the Secretary of the Nassau/Suffolk Transportation Coordinating Committee is hereby authorized to transmit the attached to the New York Metropolitan Transportation Council for inclusion in the update of the New York Metropolitan Transportation Council FFY 2004-2006 Transportation Improvement Program, to be approved by the Council.

***N/S TCC MEMBER SIGNATURES:***

  
\_\_\_\_\_ **NASSAU COUNTY**

  
\_\_\_\_\_ **SUFFOLK COUNTY**

  
\_\_\_\_\_ **NY STATE DEPARTMENT OF TRANSPORTATION**

  
\_\_\_\_\_ **METROPOLITAN TRANSPORTATION AUTHORITY**

**DATE:** Sept. 8, 2003

# RESOLUTION

## RESOLUTION TO ADOPT THE FFY 2004-2006 NYC TCC TRANSPORTATION COORDINATING COMMITTEE PROGRAM LISTING

**WHEREAS**, Congress passed the Transportation Equity Act of ("TEA-21"), to develop a national intermodal transportation system that is economically efficient and that moves people and goods in an energy efficient manner; and

**WHEREAS**, TEA-21 furthers the role that Intermodal Surface Transportation Efficiency Act of 1991 provided for Metropolitan Planning Organization (MPO), through its voting members, shall select all projects and improvements that are proposed for funding with either Title 23 (Highway) or Title 49 (Transit) of the United States Code; and

**WHEREAS**, the New York Metropolitan Transportation Council is designated by the Governor of New York State as the MPO for the metropolitan areas of New York City, the Lower Hudson Valley, and Long Island; and

**WHEREAS**, the Council has delegated responsibility for recommending a transportation program of projects to each of its three Transportation Coordinating Committees with the New York City Transportation Coordinating Committee (NYCTCC) for New York City; and

**WHEREAS**, the projects and improvements must be listed in a multi-year Transportation Improvement Program (TIP) and TEA-21 requires that the TIP be fiscally constrained by Federal fiscal year, fund category and adopted at least once every two years by the MPO; and

**WHEREAS**, the State Transportation Improvement Plan (STIP) is a compilation of the individual MPO Transportation Improvement Programs (TIPs) in the State, includes the non-urbanized portions of the State outside of the MPO boundaries, and is to be fiscally constrained by year and by fund category; and

**WHEREAS**, this portion of the TIP has been developed in accordance with federal rules and regulations with the cooperation of State, regional, and local officials as well as regional public and private transit operators, and with the active participation of the general public; and

**WHEREAS**, New York City, the New York State Department of Transportation, local transit operators, and the Metropolitan Transportation Authority (MTA) recognizes the special needs of the physically challenged, make special efforts toward including improvements for the elderly as required by the 1990 Americans with Disabilities Act; and

**WHEREAS**, the New York City TCC recognizes the goals of the Regional Transportation Plan, *Mobility for the Millennium*, and that this program listing has been developed to be consistent with the plan; and

**WHEREAS**, Congress recognizes the impact on NYMTC's Planning Process, of the September 11, 2001 terrorist attack; and granted the NYMTC Region a waiver of air quality conformity requirements as mandated by the Clean Air Act Amendments of 1990 guidelines; and

**WHEREAS**, this program listing is consistent with the conformity waiver requirements and; reflects the goals and objectives stated in the State Implementation Plan (SIP);


**NOW THEREFORE BE IT RESOLVED**, that the New York City Transportation Coordinating Committee endorse the attached NYCTCC portion of the Transportation Improvement Program for, FFY 2004-2006 and recommends it for approval by the Council; and

**BE IT FURTHER RESOLVED**, that it is recognized that if any project in the FFY 2003 element (committed/obligated column) of the program is not obligated and/or cannot be implemented in part or in whole by September 30, 2003 they may be included in future program years without any further action by this committee providing fiscal constraint can be maintained; and

**BE IT FINALLY RESOLVED**, that the Secretary of the New York City Transportation Coordinating Committee is hereby authorized to transmit the NYCTCC portion of TIP to the New York Metropolitan Transportation Council for inclusion into the update of the NYMTC /FFY 2004-2006 TIP to be approved by the Council.

Resolution introduced and adopted by the NYCTCC on *July 30th, 2003*

**SIGNATURES**  
APPROVED  -----

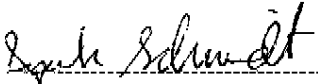
APPROVED  -----


NOT APPROVED -----

NOT APPROVED -----


New York City Department  
of City Planning

New York City Department  
of Transportation

  
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Signature

  
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Signature

APPROVED  -----

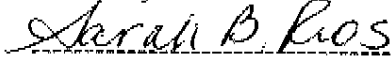
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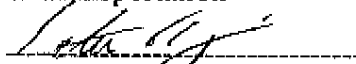
NOT APPROVED -----

NOT APPROVED -----

Metropolitan Transportation  
Authority

New York State Department  
of Transportation

  
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Signature

  
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Signature