



Senator Kirsten Gillibrand Transportation Authorization Project List

STATEWIDE:

\$137.6 million to design and construct a 3rd main track, including wayside signals between existing controlled sidings on the Empire West Corridor in New York State. The completion of a third main track dedicated to passenger service would have significant impacts on train performance and improved freight traffic fluidity. This would enable high speed rail connections from New York City to Buffalo and on to the Midwest and Toronto. According to NYSDOT, who submitted this request, this project could create or retain as many as 4,790 jobs statewide.

WESTERN NEW YORK:

\$4,232,000 for the Fillmore Avenue Street Improvement Project in Buffalo. The federal dollars would be used for final design and engineering, construction and inspection of the Fillmore Avenue improvement project which connects the north and south areas of the city. Current street surface condition is generally poor with severe pavement deterioration evident in sections. This project would restore pavement integrity, provide a center turn lane, improve vehicular and improve pedestrian safety by installing new street lighting system and enhanced crosswalks and improve drainage. According to the City of Buffalo, who submitted this request, this project could create or retain as many as 125 jobs.

\$1,118,173 for the Frederick B. Durkee Memorial Bridge Rehabilitation Project in North Tonawanda. The federal dollars would be used for augmentation of the bridge rehabilitation project adding enhancements for improved pedestrian facilities, signage for travel lanes shared with bicyclists, curb replacement, landscaping features in the approaches and observation decks on each fascia mid span over the navigation channel. According to the City of North Tonawanda, who submitted this request, this project could create or retain as many as 100 jobs

\$68 million for the Buffalo Harbor Bridge Project. This project is intended to replace the former South Michigan Avenue Bridge. It would construct a low-level, multi-modal bridge that would open over 150 acres of vacant waterfront land to recreation, residential, and commercial business opportunities for area residents, while increasing the city's tax base. According to the Erie Canal Harbor Development Corporation, who submitted this request, this project could create or retain as many as 250 jobs.

\$36,480,000 for the Niagara Frontier Transportation Authority (NFTA) to purchase hybrid buses. The federal dollars would be used to purchase 80 hybrid buses to replace vehicles that exceed the FTA 12-year useful life standard. Currently, 138 of NFTA's 330 bus fleet have surpassed their useful life.

\$18 million for the Earthquake Engineering to Extreme Events Research Center Highway Research Project in Buffalo. These federal dollars would be used by the University at Buffalo to continue research from previous transportation authorization bills. This funding would be used for a new research project that would build on previous accomplishments to reduce earthquake vulnerability of highway bridges against extreme events arising from multiple hazards. According to the University at Buffalo, this project could create or retain as many as 13 jobs.

\$252 million for the design and reconstruction of the Peace Bridge International Crossing facilities, including a new U.S. border inspection plaza, a new companion bridge, and new roadway connections to existing highways in Fort Erie, Ontario, Canada and Buffalo, New York. This project would provide capacity,

operational, functional, and security improvements to the Peace Bridge and plaza. The project would reduce congestion and improve the overall efficiency and functionality of the Peace Bridge International Border Crossing Facility. This project would result in regional, statewide and national economic benefits. According to NYSDOT, who submitted this request, this project could create or retain as many as 8,760 jobs

\$63.6 million for the design, purchase right of way and construct a four-lane, controlled access, divided freeway extending from Peters Road in Ashford to the I-86 near Salamanca. The US Route 219 project is a 28 mile extension, from NY Route 39 to the I-86 near Salamanca, of the current US Route 219 four lane divided freeway. The project would be designed and constructed in eight phases. Section 6 of the project designs and constructs the highway from Snake Run Road to Peters Road in the Town of Ashford, Cattaraugus County. This project would provide a non-toll, direct route from Buffalo (Peace Bridge and I-90) to the I-86. I-86 runs for nearly 245 km between the I-90 and I-390 without crossing a north-south Interstate. The current conceptual Continental One would also incorporate this section of highway. According to NYSDOT, who submitted this request, this project could create or retain as many as 2,210 jobs.

CAPITAL REGION:

\$16 million for the Fuller Road and Washington Avenue Intersection Project in Albany. This project would reconstruct and realign the existing intersection of Washington Avenue and Fuller Road in order to address highway congestion, safety, and pedestrian concerns. This project would also be a component of the development of the nearby University of Albany Sematech Nanotechnology Facility. According to the City of Albany, who submitted this request, this project could create or retain as many as 825 jobs.

\$18 million for the National Transportation Center for Sustainable and Secure Freight Transportation Systems at RPI. Rensselaer Polytechnic Institute in coordination with the University of Massachusetts-Amherst, and Virginia Polytechnic Institute propose to create a University Transportation Center to be named the National Center for Sustainable and Secure Freight Transportation Systems. The main goal of the center is to bring about new innovative operating strategies that improve coordination between freight rail, trucking, air and seaport systems in the Northeast Corridor in order to reduce congestion, improve the overall security and efficiency of freight transportation, improve economic output and foster job creation, and reduce transportation related environmental emissions. According to RPI, this project could create or retain as many as 25 jobs.

\$960,000 for the Troy Downtown Riverfront Walkway. The Downtown Riverfront Walkway begins at State Street and extends north to Hutton Street, providing a multi-use path between two sections of the city. This phase of the project would consist of the construction of a 15 foot wide walkway including solar powered lighting, anodized safety railing, native landscape improvements and park benches. The project would increase the length of the trail on either side of the Riverfront Park. According to the City of Troy, who submitted this request, this project could create or retain as many as 825 jobs.

\$2 million for the Northline Road, Old Post Road and Malta Avenue Intersection Improvement Project, in Saratoga County. This proposed road construction project would realign the three roads in Malta that are currently 3 controlled stops and create a single roundabout to improve traffic flow and ease congestion. According to Malta, who submitted this request, this project could create or retain as many as 48 jobs.

CENTRAL NEW YORK:

\$6,195,000 for Route 38A, Owasco Street Reconstruction Project in Auburn. Owasco Street (NYS Route 38A) is the main travel and tourism corridor in Auburn. Due to heavy traffic, the roadway base has suffered significant deterioration and requires complete reconstruction. This project would include upgrades to traffic signals, road drainage, street lighting, curbs, sidewalks, and utility repairs. According to the City of Auburn, who submitted this request, this project could create or retain as many as 100 jobs.

\$196,000 for the NYS 12B/Five Corners Improvement Project, Village of Hamilton. Federal dollars would be used for the planning and design of an important plan to the Five Corner intersection on NYS 12B at the center of the Village of Hamilton. According to the Partnership for Community Development, who submitted this request, this project could create or retain as many as 10 jobs.

\$6 million for the Syracuse University's Connective Corridor. The Connective Corridor is a multi-modal transportation and landscape design project to improve the connection between the University Hill neighborhood and downtown Syracuse. According to Syracuse University, who submitted this request, this project could create or retain as many as 120 jobs.

NORTH COUNTRY:

\$8,063,122 for the Adirondack Rail Rehabilitation Project from Utica to Lake Placid. This tourism train line would be restored from Saranac Lake to Tupper Lake completing the rail rehabilitation project in the North Country and opening up the most scenic area of the railroad. This request was submitted by the Adirondack Rail Preservation Society.

\$3,347,850 for the Plattsburgh International Airport Roads Improvement Project. This project seeks to improve local roads and parking lots on the premises of Plattsburgh International Airport, owned by Clinton County; includes asphalt resurfacing, repair and/or replacement of storm water drainage infrastructure and replacement of curbs. This request was submitted by Clinton County.

\$10 million to design and construct a dedicated commercial vehicle safety and security inspection facility, complete with ITS automated electronic screening technology, which would be operated by the NYSDOT and NYSP along southbound I-87 Northway at the Champlain/Lacolle international border crossing, immediately south of the U.S. Customs Port of Entry. Project location is in between West Service Road and I-87, and would involve the construction of an entrance ramp that would be utilized by commercial vehicles exiting the existing GSA facility. The international border crossing at Champlain, NY on I-87 is the fifth busiest northern border crossing in the US, with over 400,000 commercial vehicles crossing annually. This project would improve border safety, and security while increasing mobility, efficiency and commerce. The project has been identified as a project of statewide significance due to the international nature of commercial vehicle flows, the safety and security risks posed by commercial vehicles and the overall importance economically of freight and commodity shipments across the international border. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 350 jobs.

\$75 million for the Northern Tier Expressway -- Plan, Design, acquire right-of-way and Construct Improvements at various locations along the Route 11 corridor between Watertown and Rouses Point. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 350 jobs.

\$75 million for the Northern New York Stand-Alone, Limited Access, Four-Lane Highway. This project will be to study and plan for the construction of a four-lane highway to connect the Northern Tier to the rest of the New York State's transportation system, stretching from Watertown to Champlain. This project was submitted by the Business Development Corporation for a Greater Massena in coordination with the Northern Corridor Transportation Group

ROCHESTER/FINGER LAKES REGION:

\$22,560,000 for the Inner Loop East Reconstruction in Rochester. The federal dollars would be used for reconstruction of aging, inefficient, and underutilized segment of the Inner Loop Expressway and its frontage roads, Pitkin and Union streets, for approximately 2/3 mile between Monroe Avenue and Charlotte Street and realign it as a surface blvd. Project would involve removal of three federal-aids bridges, two of which are

structurally deficient and in need of rehabilitation. According to the City of Rochester, who submitted this request, this project could create or retain as many as 948 jobs.

\$18.2 million for the Historic Erie Canal Aqueduct & Broad Street Corridor Project in Rochester. The federal dollars would be used for removal of aging road deck covering Erie Canal Aqueduct over the Genesee River and restore the aqueduct as a canal esplanade and pedestrian bridge connecting major public destinations on both sides. According to the City of Rochester, who submitted this request, this project could create or retain as many as 1,254 jobs.

\$110 million for the I-390 Corridor Project in Monroe County. The federal dollars would be used to design and construct interchange improvements along I-390 at Route 15 and 15A as well as Kendrick Road in the City of Rochester and Town of Brighton to provide congestion relief and significant traffic benefits to the surrounding roadway network. Project in partnership with U. Rochester, Town of Brighton, City of Rochester, and NYS DOT. According to the Monroe County, who submitted this request, this project could create or retain as many as 3,000 jobs.

\$6 million for the New York State Route 414 Bypass Project in Seneca Falls. This project would provide the full DOT-certified designs, and fund construction of the bypass, which would extend southerly from 414 in the Town of Seneca Falls and connect either with NYS Route 414 south of the Village of Seneca Falls or NYS Route 96 south of the Village of Waterloo. This request was submitted by Seneca County.

\$125 million for scope, design, construct and inspect safety and mobility improvements to the I-390 corridor between the I-390/I590 Interchange and the Genesee River, including Kendrick Road in Rochester. This project would develop improvements to the I-390 Corridor at interchange 16 (I-390 at Routes 15 and 15A) and Kendrick Road. The main objective is to reduce congestion, improve traffic flow and reduce congestion-related accidents. Improvements along Route 15 would provide better access to I-390 northbound and address congestion related issues on Route 15. New access to I-390 northbound from Kendrick Road is being considered to further relieve congestion at the Route 15 interchange with I-390 and may also provide benefits to the interchange at Scottsville Road and feeder roads from the University of Rochester campus area to I-390. This would assist the University of Rochester in accommodating future planned growth in the Kendrick Road area. The project assists the areas largest employer, the University of Rochester, in accommodating future planned growth while reducing impacts to local streets and the surrounding community. It would provide benefits to an expanding educational community, including the Monroe Community College, and accommodate the many planned developments in the City of Rochester and Town of Brighton. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 4,350 jobs.

\$9.6 million for the Rail Access to Seneca Meadows Landfill site in the Town of Seneca Falls. For initial service to the SMI landfill for low volume traffic, a new track connection to the FGLK main line would have to be constructed and new transloading tracks would have to be constructed at the site. The proposed FGLK connection would be located between NYS Route 414 North Road in order to avoid additional tracks through the existing at-grade crossings. The primary loading and unloading yard would consist of two tracks to handle up to 20 rail cars and located within an asphalt paved container storage and maintenance area. For future “unit train” service to the SMI landfill to handle significantly higher volumes of traffic, four more tracks would be required in the transloading yard, with the capacity to handle a total of 60 rail cars. Establishing FGLK rail access to the SMI site would provide an efficient flow of construction and waste materials to the SMI facility while significantly reducing the cost of transportation and the amount of truck traffic on NYS Route 414 and the surrounding area. The 60-car per day “unit train” scenario would move 3,840 tons of waste, significantly decreasing trucking and labor costs, as well as reducing over the road fuel consumption and greenhouse gas emissions considerably. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 330 jobs.

HUDSON VALLEY:

\$60 million to complete the Tappan Zee Bridge/I-287 Corridor Environmental Study and develop and implement a finance plan for the design and construction of the highway, bridge and transit elements of the project. The requested funds would be used to support the ongoing Environmental Impact Study evaluating alternatives to ensure the continued viability of the Tappan Zee Bridge and to reduce congestion in the corridor between Suffern in Rockland County and Port Chester in Westchester County through the implementation of a mass transit service. As currently envisioned, the replacement of the existing Tappan Zee Bridge would be evaluated. The mass transit components to be analyzed are new commuter rail service from the Village of Suffern in Rockland County to Manhattan. Also included is a new Bus Rapid Transit service for inter and intra county service in the 30 mile corridor between the Village of Suffern and the Village of Port Chester. The Tappan Zee Bridge is on an interstate highway and it is a critical link in the nation's infrastructure, connecting New York City with destinations to the north, as well as an east-west connection between states of the Northeast and those south and west of New York State. It is also a critical link in terms of freight transportation, homeland security, and as an emergency evacuation route. On average, more than 140,000 vehicles travel across the Tappan Zee Bridge every day. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 2,090 jobs.

\$6 billion for the design and construction of the transit-ready replacement Tappan Zee Bridge and the affected approach highway segments in Rockland and Westchester Counties. This project would advance detailed design and construction of the replacement Tappan Zee Bridge and the affected approach highway system in Rockland and Westchester Counties. The replacement bridge spans the Hudson River between the Towns of South Nyack in Rockland County and Tarrytown in Westchester County. The affected highway approach in Rockland would encompass approximately 14 miles of I- 87 / I-287 between the Village of Hillburn and Town of South Nyack. The affected highway approach in Westchester County is approximately one mile between the river and interchange 9, in Tarrytown. The Tappan Zee Bridge is on an interstate highway and it is a critical link in the nation's infrastructure, connecting New York City with destinations to the north, as well as an east-west connection between states of the Northeast and those south and west of New York State. It is also a critical link in terms of freight transportation, homeland security, and as an emergency evacuation route. On average, more than 140,000 vehicles travel across the Tappan Zee Bridge every day. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 208,000 jobs.

\$4.4 million for Safety & Access Improvement at the Home of Franklin D. Roosevelt National Historic Site in Hyde Park. This project includes planning, designing and constructing safety and access improvements at the FDR National Historic Site, including planning, design, environmental compliance, and repair/replacement of Crum Elbow pedestrian bridge over railroad tracks; planning, design, environmental compliance of the Roosevelt trail system; construction of intersection safety improvement at Route 9 and Route 9G. The request was submitted by the Home of Franklin D. Roosevelt National Historic Site.

\$3.4 million for railroad grade crossing safety improvements on West Shore River Line at public and private crossings in Rockland County. This project would design and construct Supplemental Safety Measures at grade crossings on the West Shore Line in Rockland County. This project would improve railroad crossing safety and create train horn "quiet zone." Rockland County has one of the highest fatal highway vehicle/locomotive collisions at railroad crossings in the nation. This request was submitted by Rockland County.

\$1.9 million for the Intermodal Transit Project at the Village of Kiryas Joel. This project would expand Kiryas Joel's Intermodal Transit Facility by extending the parking lot within the currently available right-of-way to accommodate more parking spaces and expanding the facility to accommodate more passengers. According to the Village of Kiryas Joel, who submitted this request, this project could create or retain as many as 50 jobs.

\$3.5 million for the State Route 9W-81-385 Intersection Rehabilitation Project, in Greene County. These federal dollars would be used to construct a two land roundabout, rehabilitate the intersection, and relocate the community sewer line to address environmental leakage and to improve safety with regards to the adjacent highway. According to the Greene County Industrial Development Agency, who submitted this request, this project could create or retain as many as 500 jobs.

\$1 million for the Street Signage Project, City of Mount Vernon. This project would address replacement of all 2600 street signs to reach a uniform standard. Currently, signage in Mount Vernon is various colors, font sized and sign lengths, or without proper markings, altogether. This enhancement would reduce congestion, increase safety, and serve as an overall community enhancement. According to the City of Mount Vernon, who submitted this request, this project could create or retain as many as 5 jobs.

\$11,800,000 for the Widen Ashburton Avenue from the Saw Miller River Parkway to the waterfront to improve traffic flow in the City of Yonkers. This project would widen Ashburton Avenue from Saw Miller River Parkway to the Hudson River waterfront to improve traffic flow as part of a larger project to redevelop municipal housing authority properties to provide for affordable housing and increased retail space. According to the City of Yonkers, who submitted this request, this project could create or retain as many as 750 jobs.

SOUTHERN TIER:

\$541,107,000 to complete the transformation of the New York Route 17 into a high speed, high volume, and safe highway facility with full control of access (Future I-86), from the Pennsylvania state line to the junction with I-87, the NYS Thruway, in Harriman. This transformation is critical for economic development across the Southern Tier. I-86 serves as the backbone of the transportation network in the Southern Tier of New York. Converting Route 17 to interstate 86 would improve New York's transportation system and enhance access to the numerous businesses and municipalities along the corridor, and provide tremendous opportunities for economic development in the Southern Tier and lower Hudson Valley.

LONG ISLAND:

\$7,993,986 for the Technologies to Manage and Control Traffic, Reduce Congestion, Maximize Fuel Economy and Monitor Health of Roads, Bridges and Tunnels, at State University of New York-Stony Brook. This research project would investigate critical areas of transportation to ease congestion, reduce use of energy, and improve the efficiency of the transportation system. The area of focus would be route optimization, wifi networks from moving vehicles, monitoring bridges, roads, and other infrastructure using wireless sensors, communication-based control systems for railroad and public transportation, monitoring transportation safety and traffic control using GIS, and visualization of transportation models. According to the Center of Excellence in Wireless and Information Technology at SUNY Stony Brook, who submitted this request, this project could create or retain as many as 180 jobs.

\$40 million for the LIRR Strategic Network Capacity Expansion (Improvements on Main Line and Ronkonkoma Branches - supports ESA capacity needs.). The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transportation Authority (MTA) of the State of New York and Long Island Rail Road (LIRR), would prepare an Environmental Impact Statement (EIS) on a proposal to make infrastructure improvements to the LIRR Main Line Corridor. The Corridor includes the area between Queens Village and Hicksville in Queens and Nassau Counties.

The Long Island Rail Road Main Line Corridor Improvements Project is located along an 11.5-mile segment of the LIRR Main Line track between Queens Village and Hicksville in Queens and Nassau Counties, New York. The project location relative to the region is illustrated on Figure 1. Figure 2 provides a more detailed illustration of the project corridor, including the nine station locations and eight roadway grade crossings located within the corridor. The nine stations are: Queens Village, Bellerose, Floral Park, New Hyde Park,

Merillon Avenue, Mineola, Carle Place, Westbury, and Hicksville. The project was submitted by the Metropolitan Transportation Authority of the State of New York.

\$4,280,000 for the reconstruction of, and Improvements to, Nassau Hub Roadways. This project would advance design and construction of road improvements to enhance access to the Nassau Hub - future site of major private development and public investment. According to Nassau County, who submitted the request, this project could create or retain as many as 100 jobs

\$41 million for the Nassau HUB - Centre Mass Transit Project. The Nassau Hub - Centre Mass Transit project would integrate state-of-the-art public transportation systems with vital commercial, recreational, and residential development using Bus Rapid Transit, Light Rail and Automated Guideway Transit. The HUB would operate a core route connecting the communities of Mineola, Garden City, Hempstead and the Nassau hub commercial center. According to Nassau County, who submitted the request, this project could create or retain as many as 40 jobs.

\$4 million for the reconstruction of County Route 3, Pinelawn Road in Suffolk County. This project consists of reconstruction and widening of CR 3, Pinelawn Road and two signalized intersections that presently experience heavy congestion due to its proximity to Long Island Rail Road crossing, which causes extensive delays. According to Suffolk County, who submitted this request, this project could create or retain as many as 40 jobs.

\$4 million for the Route 110 Bus Rapid Transit & Republic Train Station Reopening in the Town of Babylon. This project would provide for planning for the construction of an intermodal facility and implementation of a Bus Rapid Transit system along Route 110. The reopening of the train facility in East Farmingdale and implementation of the BRT system are essential to maximizing for job growth along the heavily congested Route 110. According to the Town of Babylon, who submitted this request, this project could create or retain as many as 250 jobs.

\$10 million for the Walt Whitman Road Bridge Widening in Melville. This project is to plan, design, engineer, and construct two bridge expansion lanes on the Walt Whitman Road Overpass on the Long Island Expressway. The current infrastructure is congested at peak times and this project would mitigate that congestion easing passage in this critical business corridor. According to the Town of Huntington, who submitted this request, this project could create or retain as many as 335 jobs.

\$6,702,400 for the Long Island MacArthur Airport East Side Rail and Industrial Access Project, Town of Islip. This project includes construction of access roads on the east side of the airport that would provide much shorter, more rapid access between the Long Island Rail Road Station at Ronkonkoma, adjacent to the airport's north boundary, and the airport's passenger terminal located south of the runways. According to the Town of Islip, who submitted this request, this project could create or retain as many as 2,500 jobs.

\$14.4 million for Phase 1 of the East End, Regional Rail and Bus Network, Long Island, NY. This regional project includes preliminary engineering planning and environmental impact assessments relating to implementation of coordinated rail-bus network for eastern Long Island including the communities of Riverhead, Southold, Shelter Island, East Hampton and Southampton to advance public transportation opportunities on the east end of Long island. The request was submitted by the Town of Southampton.

\$80 million to Reconstruct the Hempstead Turnpike (NY-24)/Meadowbrook Parkway interchange on Long Island. This project would reconstruct the Hempstead Turnpike (NY 24)/Meadowbrook Parkway interchange to address safety and congestion and support economic development within the "Nassau Centre" desired-growth area envisioned by the Principals of the New York Metropolitan Transportation Council (NYMTC), and advance planned future redevelopment of the Nassau Coliseum property. According to the

New York State Department of Transportation, who submitted this request, this project could create or retain as many as 2,780 jobs.

NEW YORK CITY

\$291,020,000 to Construct a new, 9-lane bridge, to replace the existing 6-lane Kosciuszko Bridge to improve safety and operation through this section of the Brooklyn-Queens Expressway (BQE). This project would replace existing bridge by building a new permanent parallel bridge on the Eastbound (Queens-bound) side of the existing bridge. The new bridge would carry five lanes of eastbound traffic and four lanes of westbound traffic and have standard widths and shoulders. The new bridge would be built at a lower elevation to allow for reduced grades. The project limits are from Morgan Ave in Brooklyn to LIE Interchange in Queens. The BQE is a vital link in the interstate system and the NYC arterial network. The BQE is an integral part of the regional transportation plan for maintaining mobility in the area. The Kosciuszko Bridge provides access to major employment sites and complements the regional roadway network, including the LIE and Gowanus Expressway. According to the New York State Department of Transportation, who submitted this request, this project could create or retain as many as 10,000 jobs.

\$25 million for the Brooklyn Waterfront Greenway Project. The Brooklyn Waterfront Greenway is a planned 14-mile, non-motorized commuting and active recreation route from Greenpoint to Bay Ridge in Brooklyn. It would complete a trunk segment of the NYC greenway system connecting Brooklyn and Queens communities to the Manhattan greenway system. According to the Brooklyn Greenway Initiative, who submitted the request, this project could create or retain as many as 600 jobs.

\$56 million for Section 3 of the High Line Park Project. The High Line is an elevated rail structure on the West Side of Manhattan which has been repurposed as a public amenity, preserving a transportation corridor for intermodal purposes. According to Friends of the High Line, Inc., who submitted the request, this project could create or retain as many as 125 jobs.

\$821 million for Phase 1 of the Second Avenue Subway Project. The 2nd Avenue Subway project includes a two-track line along 2nd Avenue from 125th Street down the far-East Side of Manhattan to the Financial District. The project would reduce congestion and delays on the Lexington Avenue line, and provide better access to mass transit for residents on the far, East Side of Manhattan. Phase 1 of the project includes tunnels from 105th Street and 2nd Avenue to 63rd and 3rd Avenue, adding new stations along 2nd Avenue at 96th, 86th and 72nd Streets. The project was submitted by the Metropolitan Transportation Authority of the State of New York.

\$20 million for the New York City Transportation Staten Island North Shore Rail Project. This project would study new mobility strategies within the North Shore corridor of Staten Island including local and express bus service improvements, bus rapid transit on local streets or exclusive busway, and light rail or heavy rail transit. This project was submitted by the Metropolitan Transportation Authority of the State of New York.

\$26 million for Bridge Inspection and Maintenance Enhancements to New York City Owned Bridges. The City funds the maintenance and inspection of 785 bridges, budgeted at approximately \$60 million. Additional funding would help the City in its preventative maintenance efforts. A lack of funding would slow maintenance efforts, ultimately resulting in reduced service on bridges, creating additional traffic congestion. The Federal Government has provided substantial funding for New York City's bridge construction projects. To protect their investment in reconstructing the Brooklyn, Manhattan, Woudiamsburg and Queensboro Bridges, totaling more than \$1 billion, the Federal Government now provides approximately \$10 million annually for preventive maintenance on these four bridges. The City's remaining 785 bridges would also benefit from Federal funds. According to New York City Department of Transportation, who submitted the request, this project could create or retain as many as 125 jobs.

\$104 million for the design and construction of Safe Routes to Transit Project in New York City. Safe Routes to Transit is aimed at improving pedestrian and motor vehicle movement around subway entrances and bus stops to make accessing mass transit easier and more convenient. The three programs under the Safe Routes to Transit initiative each address a different aspect of the nexus between the pedestrian environment and public transit facilities:

- Bus Stops under the Els - improve pedestrian and vehicle safety and circulation at intermodal stations located underneath elevated subway structures.
- Subway/Sidewalk Interface— improve safety and relieve congestion on sidewalks and intersections adjacent to subway entrances.
- Sidewalks to Buses – create or improve sidewalk infrastructure to bus stops where walking is difficult today.

According to New York City Department of Transportation, who submitted the request, this project could create or retain as many as 4,114 jobs.

\$9.6 million for the design and Installation of ITS Technologies along Coastal Evacuation Routes in New York City. The goal of this project is to install Advanced Solid-State Traffic Controllers (ASTC), Traffic Signal Battery Back-ups, Wireless Traffic Surveillance Cameras and Wireless Modems on the designated coastal evacuation routes within New York City. This project would significantly help the City in its preparedness in the event of a major coastal storm requiring the evacuation of low lying areas throughout the city. According to New York City Department of Transportation, who submitted the request, this project could create or retain as many as 333 jobs.

\$16 million for the development and Implementation of Real-Time Traffic Information in New York City. This project would enhance NYCDOT's ability to provide real-time traffic speed information on local streets in New York City and enhance the Statewide 511 Traveler Information System's ability to provide this and other information to the traveling public in the most modern, efficient ways. The project would play a significant role in enhancing the public's access to Citywide traffic and incident data. This would allow for more intelligent travel decision and help promote reduced congestion and potentially improve air quality and promote economic growth within the City. According to New York City Department of Transportation, who submitted the request, this project could create or retain as many as 556 jobs.

\$39 million to design and construct Safe Routes to School Projects in New York City. The Safe Routes to School's Priority Schools Initiative is an ongoing effort by the New York City Department of Transportation to improve student pedestrian safety around schools that have the most serious crash histories by making operational and capital safety improvements to the streets. According to New York City Department of Transportation, who submitted the request, this project could create or retain as many as 1,300 jobs.

\$720 millions for the Cross Harbor Freight Movement Project. This project proposes the near-term rehabilitation and the long-term improvement of the currently underutilized rail freight network connecting New York and New England markets to national markets west of the Hudson River. This request was submitted by the Port Authority of New York and New Jersey

\$125 million for the Bayonne Bridge Authority Project - Planning and study Component. Federal funding would provide for the study and planning phase for the Bayonne Bridge improvement project which is designed to increase clearance for large vessels under the bridge and into the Port of New York and New Jersey. According to the Port Authority of New York and New Jersey, who submitted this request, this project could create or retain as many as 230,000 jobs.

\$20 million for the Staten Island North Shore Corridor Mobility Project. The North Shore corridor study would build on an ongoing analysis by conducting an environmental review and preliminary engineering and

design of a recommended alternative to address mobility needs of the North Shore of Staten Island. This request was submitted by the Staten Island Chamber of Commerce.

\$3,820,749 for the Bronx Zoo Intermodal Transportation Facility. This project entails the completion of Phase 1 of an Intermodal transportation facility that would improve mass transit access, accommodate pedestrian and bicycle travelers, and alleviate current vehicle congestion near the Bronx Zoo. The Bronx Zoo Intermodal Transportation Facility would be implemented in two phases. Phase 1 would involve at-grade improvements to accommodate primarily charter and school buses, express buses and local MTA buses. Phase 2 would entail the construction of parking structures for pick-up and drop-off of visitors and other public passengers. According to the Wildlife Conservation Society, who submitted this request, this project could create or retain as many as 584 jobs.

\$1,075,000,000 for the Long Island Rail Road - East Side Access. The East Side Access Project, a joint federal-state effort, is a rail link from the Long Island Railroad via the 63rd Street Tunnel to Grand Central Station that will help tens of thousands of Nassau, Suffolk and Queens commuters save up to three hours off their daily commutes. The project will also free up much needed capacity in Penn Station, take thousands of cars off congested New York roads and help remove 800 tons of pollutants from the air. This request was submitted by the Metropolitan Transportation Authority of the State of New York.