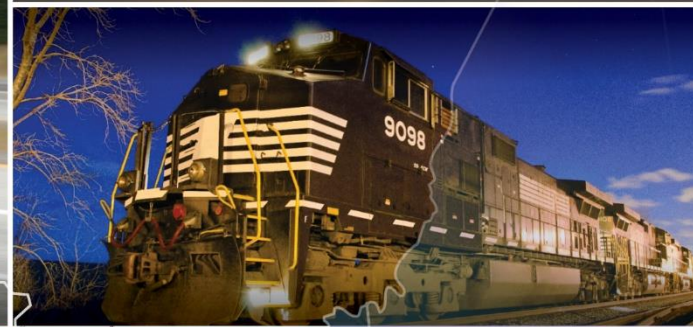


New York State FREIGHT TRANSPORTATION PLAN

APPENDICES: Updated July 2022



Department of
Transportation

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List of Abbreviations

AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ACE	Automated Customs Enforcement
ACOE	Army Corps of Engineers
ALIS	Accident Location Information System
ATA	American Trucking Association
ATDM	Active Transportation and Demand Management
AV	Autonomous Vehicle
BNIA	Buffalo-Niagara International Airport
BTS	Bureau of Transportation Statistics
CAFE	Corporate Average Fuel Economy
CBP	Customs and Border Protections
CBSA	Canada Border Services Agency
CN	Canadian National
CNG	Compressed Natural Gas
CP	Canadian Pacific
CT	Connecticut
CV	Connected Vehicle
DEIS	Draft Environmental Impact Statement
DMV	Department of Motor Vehicles
ELD	Electronic Logging Device
ESD	Empire State Development
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FRA	Federal Railroad Administration
GCT	Global Container Terminals
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GVW	Gross Vehicle Weight
HMTF	Harbor Maintenance Trust Fund
HOOCs	Highway Oversize Overweight Credentialing System
HOST	Horseheads Sand and Transloading Terminal
ICTF	Intermodal Container Transfer Facility
ISTEA	Intermodal Surface Transportation Efficiency Act
ITGO	International Trade Gateway Organization
ITS	Intelligent Transportation System
LNG	Liquefied Natural Gas
LTL	Less Than Truckload

MARAD	Maritime Administration
MCSAP	Motor Carrier Safety Assistance Program
MLW	Mean Low Water
MPO	Metropolitan Planning Organization
MRFC	Metropolitan Rail Freight Council
MTA	Metropolitan Transportation Authority
NFIA	Niagara Falls International Airport
NFTA	Niagara-Frontier Transportation Authority
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NITTEC	Niagara International Transportation Technology Coalition
NMFN	National Multimodal Freight Network
NPMRDS	National Performance Management Research Data Set
NS	Norfolk Southern
NYA	New York & Atlantic
NYC	New York City
NYCDOT	New York City Department of Transportation
NYCEDC	New York City Economic Development Corporation
NYMTC	New York Metropolitan Transportation Council
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSERDA	New York State Energy Research & Development Authority
NYSTA	New York State Thruway Authority
OOIDA	Owner-Operator Independent Driver Association
PA	Pennsylvania
PANYNJ	Port Authority of New York & New Jersey
PFRAP	Passenger and Freight Rail Assistance Program
PGA	Partner Government Agencies
PHMSA	Pipeline and Hazardous Material Safety Administration
POA	Port of Oswego Authority
POE	Ports of Entry
PTC	Positive Train Control
REDC	Regional Economic Development Council
RONY	Railroads of New York
RR	Railroad
RWIS	Road Weather Information Stations
SDV	Special Dimension Vehicle
SPP	Stakeholder Participation Plan
STB	Surface Transportation Board
STIP	Statewide Transportation Improvement Program
SUNY	State University of New York

TEU	Twenty-foot Equivalent Unit
TIGER	Transportation Investment Generating Economic Recovery
TIM	Traffic Incident Management
TIPS	Terminal Information Portal System
TL	Truckload
TSMO	Transportation Systems Management and Operations
UPS	United Parcel Service
US	United States
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
V&TL	Vehicle and Traffic Law
WIM	Weigh-In-Motion

Appendix A. FAST Act Compliance

The current surface transportation authorization law, Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. It included a new focus on freight movement, including criteria for State freight plans, codified at [49 U.S. Code § 70202](#). There are ten required elements that all state freight plans must address. The requirements and chapter references in the Freight Plan are shown below.

1. An identification of significant freight system trends, needs, and issues with respect to the State; [Chapters 2,4]
2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State; [Chapter 4]
3. When applicable, a listing of—
 - a. multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network); [Appendix H]
 - b. critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program); [Appendix I]
4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23; [Chapters 4,6]
5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered; [Chapter 4]
6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration; [Chapter 4]
7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues; [Chapter 4]
8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay; [Chapter 4]
9. A freight investment plan that, subject to [49 U.S.C. 70202\(c\)](#), includes a list of priority projects and describes how funds made available to carry out [23 U.S.C. 167](#) would be invested and matched; [Appendix D] and
10. Consultation with State Freight Advisory Committee, if applicable; [Not applicable]

Appendix B. Consultation and Collaboration

INTRODUCTION

The New York State Freight Transportation Plan recognized the need for stakeholder engagement throughout its development. A Stakeholder Participation Plan (SPP) was developed in April 2015. It was refined throughout the project to allow stakeholder participation at relevant junctures when technical elements of the Plan were being developed. The SPP included three main components:

1. Electronic communication with stakeholders via a project website housed within the NYSDOT website.
2. Interviews with key stakeholders across New York State to discuss freight issues, trends, and needs.
3. Meetings—both in-person and on line — with stakeholders throughout the development of the Freight Plan.

This appendix describes each of these components.

NYSDOT FREIGHT TRANSPORTATION PLAN WEBSITE

The New York State Freight Transportation Plan website (www.dot.ny.gov/freight-plan) provided access to project information as the project was under development, and it will continue to provide access to Plan-related information and documents. The site includes access to project goals, stakeholder involvement, reports created in the development of the Plan and related links of interest. The site also provides access to the Freight Web Atlas developed to support the Plan.

The [NYS Freight Transportation Web Atlas](http://www.dot.ny.gov/freight-plan/Freight%20Web%20Atlas)¹ is a web-based map that includes various freight-related transportation facilities that were identified during the Freight Plan development process. In developing the Web Atlas, stakeholders were invited to review and comment to ensure that the most accurate information was being utilized and displayed. The Web Atlas has several “layers” of map data (Port, Intermodal, Interstate Highway, Rail, Border Crossing) to display a view of one or more categories of freight facilities. It also includes key statistics associated with the State’s freight corridors. A Web Atlas User Guide is available to assist those accessing and using the map layers. The Web Atlas is considered a “work-in-progress” and will be updated periodically.

STAKEHOLDER INTERVIEWS

In the spring and summer of 2016, telephone and in-person interviews were held with key freight stakeholders across New York State. The purpose of these interviews was to understand current issues, needs, trends, and plans from diverse perspectives for the various modes of freight transportation. Many of the interviews were with private sector

¹ <http://www.dot.ny.gov/freight-plan/Freight%20Web%20Atlas>

individuals and geared toward understanding how New York's economy is connected to the freight transportation network and the services it supports.

Interviews were held with the following groups (alphabetized by the organization):

- A.N. Deringer, Inc.
- Business Council of New York State.
- Chobani LLC.
- Food Industry Alliance.
- General Contractors Association.
- Kennedy Airport Air Cargo Management Council.
- New York City Economic Development Corporation.
- New York State Farm Bureau.
- Owner-Operator Independent Driver Association (OOIDA).
- Port Authority of New York and New Jersey.
- Railroads of New York (RONY).
- Specialized Carriers and Riggers Association.
- SUNY Maritime College.
- Trucking Association of New York.

These interviews covered all major modes of freight transportation (trucking, railroad, maritime, and air cargo) and included interests such as:

- Truck carriers and drivers.
- Railroad operators.
- Major shippers.
- Industry associations (including air cargo, railroads, and trucking modes, as well as industry associations).
- Government agencies (including regional and municipal).
- Academic institutions.

The information received from these interviews helped formulate technical memoranda and agendas for Regional Stakeholder Meetings held in the fall of 2016 (and described in the next section).

STAKEHOLDER MEETINGS

Early in the development of the Freight Plan, NYSDOT developed a list of relevant stakeholders whose participation in the planning process was considered important. The stakeholders included private, public, and academic sectors, as well as various industry and other organizations and associations. In addition to New York State stakeholders, NYSDOT included relevant organizations from bordering states and provinces: Connecticut, Massachusetts, New Jersey, Pennsylvania, Vermont, Quebec and Ontario. At the end of the planning process, the stakeholder list included nearly 300 individuals and organizations.

Meetings with stakeholders were held at three key junctures of the planning process:

1. Kickoff Meeting and Webinar.
2. Regional Stakeholder Meetings and Webinar.
3. Final Stakeholder Meeting and Webinar.

Kickoff Meeting and Webinar. Stakeholders were invited to attend either (or both) an in-person morning meeting at NYSDOT headquarters in Albany or an afternoon webinar, both held on June 30, 2015. The agenda for the in-person meeting, attended by 39 individuals, included:

- Welcome and Introductions.
- Overview of the Statewide Freight Transportation Plan.
- Open House—Review the Boards/Maps and Give Us Your Comments.
- Reconvene to Discuss Your Comments.
- Next Steps and the Path Forward.
- Adjourn.

The webinar was accessed by 75 stakeholders. The agenda was:

- Welcome and Introductions.
- Overview of the Statewide Freight Transportation Plan.
- Review of Goals and Maps.
- Questions and Answers.
- Next Steps and the Path Forward.
- Adjourn.

Regional Stakeholder Meetings and Webinar. In fall 2016, four regional stakeholder in-person meetings were held, along with one statewide webinar. The dates and location of these meetings were as follows:

- Albany, November 21, attended by 28 stakeholders.
- New York City, November 30, attended by 32 stakeholders.
- Buffalo, December 6, attended by 21 stakeholders.
- Syracuse, December 7, attended by 19 stakeholders.
- Statewide webinar, December 9, attended by 22 stakeholders.

Agendas for the four regional meetings were all similar:

- Introductions.
- The NYS Freight Transportation Plan: Goals and Status.
- Statewide Freight Conditions, Trends, and Needs.
- Regional Freight Conditions, Trends, and Needs.
- Meeting Highlights.

- Next Steps.
- Adjourn.

The agenda for the December 9 webinar was as follows:

- Earlier Outreach Efforts.
- Project Website.
- Freight Web Atlas.
- New York State's Role in the National Economy.
- New National Focus on Freight.
- Statewide Analysis.
- Statewide Freight Flow—Questions.
- Next Steps.
- Adjourn.

Final Stakeholder Meeting and Webinar. On July 17, 2018, an in-person stakeholder meeting was held at NYSDOT's Albany headquarters, followed by an open webinar. The meeting was attended by 24 individuals, while 46 stakeholders logged into the webinar.

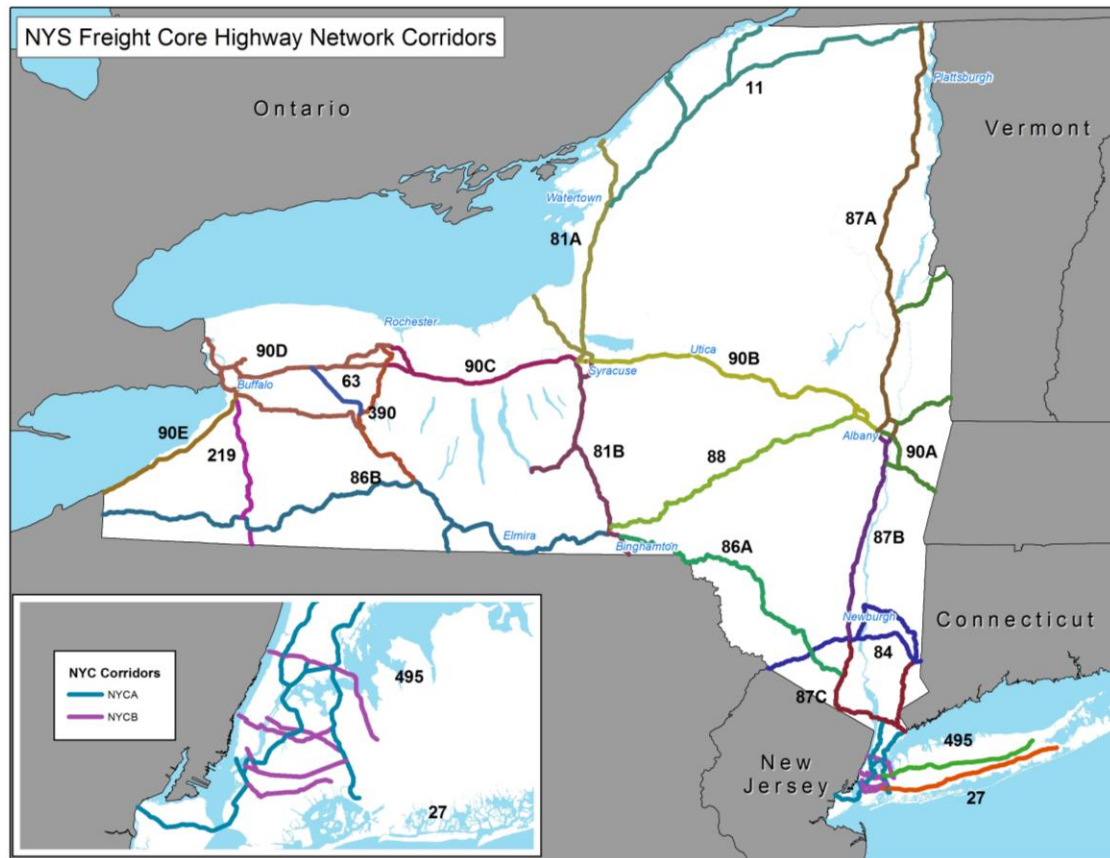
For the in-person meeting, the agenda was as follows:

- Introduction.
- Today's Agenda.
- Overview of the Statewide Freight Plan.
- Multimodal Freight System.
- Strategies for the Freight Network.
- Discussion.
- Next Steps.
- Adjourn.

For the webinar, it was as follows:

- Introduction.
- Greetings.
- Overview of the Statewide Freight Plan Review (with responses to relevant comments and questions).
- Multimodal Freight System Review (with responses to relevant comments and questions).
- Strategies for the Freight Network (with responses to relevant comments and questions).
- Next Steps.
- Review/respond to final comments and questions.
- Adjourn.

Appendix C. New York State Freight Core Highway Network Corridor Segments



CORRIDOR	SUBSECTION	ENDPOINT 1	ENDPOINT 2
I-90 (MA LINE-BUFFALO/ NIAGARA) CORRIDOR 90	90A MA State Line–Albany via I-90	I-90 @ MA State Border	I-90 @ I-87/Exit 24
	I-90 access via I-87	NY 912M @ I-87	NY 912M @ I-90
	VT State Line–Albany via NY 7	NY 7 @ I-87	NY 7 @ VT State Border
	VT State Line–Glens Falls via US 4	US 9 @ I-87 NY 32 @ US 9 US 4 @ NY 32	US 9 @ NY 32 NY 32 @ US 4 US 4 @ MA State Border
	90B Albany–Syracuse via I-90	I-90 Exit 24/Northway	I-90 @ I-81
		I-890 @ I-90 (Exit 25)	I-890 @ I-90 (Exit 26)
	90C Syracuse–Rochester via I-90	I-90 @ I-81	I-90 @ I-390 I-490 Exit 15
	Syracuse via I-690	I-690 @ I-90	I-690 @ I-481
	90D Rochester–Buffalo/Niagara via I-90	I-90 Exit 46/I-390	I-90 Exit 53
	Rochester Access to I-90 via I-490	I-490 Exit 15	I-490 @ I-90
	Buffalo/Niagara Access via I-290	I-290 @ I-90	I-290 @ I-190
	Buffalo/Niagara Access via I-990	I-990 @ I-290	I-990 Termini @ NY 263
	Access to Canadian Border Crossings via I-190	I-190 @ I-90 (Exit 53)	I-190/Lewiston–Queenston Bridge I-190/Exit 9 (Peace Bridge)
	Access to Buffalo via US 20A	NY 400 @ I-90 US 20A @ NY400	NY 400 @ US20A US 20A @ NY 390
	90E Buffalo/Niagara–Erie (PA State Line) via I-90	I-90 Exit 53	I-90 @ PA State Border
NY 17/I-86 (HARRIMAN–BINGHAMTON–ERIE) CORRIDOR 86	86A Harriman–Binghamton (I-87 to I-81) via I-86	I-87 Exit 16	I-81 Exit 4
	86B Binghamton–Erie (PA State Line) via I-86	I-81 Exit 4	I-86 @ PA State Border
	Corning–PA State Line	I-99 @ I-86	I-99 @ PA State Border
I-390 (I-86–ROCHESTER) CORRIDOR 390	390 I-86 to Rochester Access via I-390	I-390 @ I-86 Exit 3	I-390 Exit 20 @ I-490 Exit
US 11 (WATERTOWN–CHAMPLAIN) CORRIDOR 11	11 Watertown–Champlain via NY 11	NY 11 @ NY 3	NY 11 @ I-87
	Access to Canadian Border Crossing via NY 11/ NY 812	NY 812 @ NY 11	NY 812 @ Canadian Border
	Access to Canadian Border Crossing via NY 11/NY 56/ NY 37	NY 56 @ NY 11 NY 37 @ NY 56	NY 56 @ NY 37 NY 37 @ Canadian Border

CORRIDOR	SUBSECTION	ENDPOINT 1	ENDPOINT 2
I-87 (CHAMPLAIN BORDER CROSSING-ALBANY-NEW YORK CITY) CORRIDOR 87	87A Champlain Border Crossing-Albany via I-87	I-87 @ Canada Border Crossing	I-87 @ I-90
	Albany access via NY 7/I-787	US 7 @ I-87 I-787 @ US 7	US 7 @ I-787 I-787 @ I-90
	87B Albany-Newburgh via I-87	I-90 @ I-787	I-87 @ I-84
	87C Newburgh-Suffern via I-87	I-87 @ I-84	I-87 @ I-287 (Exit 15A)
	Suffern-Port Chester via I-287	I-287 @ I-87 (Exit 66)	I-287 @ I-95
	Brewster-Port Chester via I-684	I-684 @ I-84	I-684 @ I-287
I-495 (NYC-EASTERN LONG ISLAND) CORRIDOR 495	495 NYC to Long Island Access via I-495	I-495 Exit 14 (Midtown Tunnel East)	I-495 Exit 72 (NY 25)
	Access via NY 25	NY 25 @ I-678	NY 25 @ I-495
	Access via NY 27	NY 27 @ Belt Pkwy.	NY 27 @ S. Hampton Bypass
I-287/I-78 (NEW YORK CITY REGION) CORRIDOR NYC	NYCA North-South Access in NYC	I-87 @ I-287 (Exit 7)	I-87 @ I-278 (Exit 1)
	Access into NYC via I-278	I-278 @ I-87 (Exit 47)	I-278 @ US 9
	Access into NYC via I-95	I-95 @ I-278	I-95 @ I-678
	Access into NYC/JFK via I-678	I-678 @ I-95	I-678 @ JFK
	Access into NYC via I-278/I-895	I-278 @ I-95 I-895 @ I-95	I-278 @ I-87 (Exit 47) I-895 @ I-278
	NYCB West-East Access in NYC	I-95 @ Stateline	I-95 @ I-295
	Access via I-295	I-295 @ I-95	I-295 @ Grand Central Pkwy
	Access via NY 25	NY 25 @	NY 25 @ I-678
	Access via Lincoln Tunnel/34th St./I-495	Lincoln Tunnel/34th St. to I-495 On-Ramp	I-495 @ I-678
	Access via Manhattan Bridge/Atlantic Ave.	Manhattan Bridge/ Flatbrush Ave. to Atlantic Ave.	Atlantic Ave. @ I-678
	Access via NY 25	NY 27 @ I-278	NY 27 @ Belt Pkwy.
I-81 (THOUSAND ISLANDS BORDER CROSSING-SYRACUSE-BINGHAMTON) CORRIDOR 81	81A Thousand Islands Border Crossing-Syracuse via I-81	I-81 @ Canada Border Crossing	I-81 Exit 25A (I-90)
	Syracuse Access via I-481	I-481 @ I-81 (Exit 9)	I-481 @ I-90
	Oswego Access via NY 481	NY 481 @ I-81	NY 481 @ NY 104

CORRIDOR	SUBSECTION	ENDPOINT 1	ENDPOINT 2
	81B Syracuse–Binghamton–PA State Line Access via I-81	I-81 @ I-90	I-81 @ PA State Border
	Syracuse Access via I-481	I-481 @ I-90	I-481 @ I-81 (Exit 1)
	Access to Ithaca via NY 13	NY 13 @ I-81	NY 13 @ NY 34
I-88 (ALBANY–BINGHAMTON) CORRIDOR 88	88 Albany–Binghamton Access via I-88	I-88 @ I-90	I-88 @ I-81
US 219 (BUFFALO–LIMESTONE/PA BORDER) CORRIDOR 219	219 Buffalo–PA State Line via US 219	US 219 @ I-90 (Exit 55)	US 219 @ PA State Border
I-84 (PORT JERVIS–CONNECTICUT) CORRIDOR 84	84 NJ Border to CT Border via I-84	I-84 @ New Jersey Border	I-84 @ Connecticut Border
	Poughkeepsie via US 9W/NY 55/NY 22	US 9W @ I-84 US 44 @ US 9W NY 55 @ US 44 NY 22 @ NY 55	US9W @ US 44 US 44 @ NY 55 NY 55 @ NY 22 NY 22 @ I-84

Appendix D. Freight Plan Projects—National Highway Freight Program Projects 2016-2020

Table 1. National Highway Freight Program (NHFP) Fiscally Constrained Table and NHFP Funded Projects

Fund Source	FFY 2016			FFY 2017		
National Highway Freight Program (NHFP)	Apportioned Federal Funds	Programmed	Available Balance	Apportioned Federal Funds	Programmed	Available Balance
	\$47,583,508	\$47,583,508	\$0	\$45,220,961	\$43,465,820	\$1,755,141
Fund Source	FFY 2018			FFY 2019		
National Highway Freight Program (NHFP)	Apportioned Federal Funds	Programmed	Available Balance	Apportioned Federal Funds	Programmed	Available Balance
	\$49,414,362	\$14,040,000	\$37,129,503	\$55,776,661	\$36,781,000	\$56,125,164
Fund Source	FFY 2020*			Total		
National Highway Freight Program (NHFP)	Anticipated Federal Funds	Programmed	Balance	Anticipated Federal Funds	Programmed	
	\$63,332,086	\$119,180,000	\$277,250	\$261,327,578	\$261,050,328	
* Projects programmed to use FY 2020 and carryover funding are anticipated to be let in FFY 20, 21 and 22.						

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Capital Region	I-90 Over Fuller Road, Deck Replacement, City of Albany	Rehabilitate the Interstate 90 bridge over Fuller Road in the City of Albany (Freight-Route)	2019	\$6,051,000		\$672,000	\$6,723,000
Capital Region	I-87: Airport Connector, Part 2	Construction of the new Albany Airport Connector Road/Exit off of Interstate 87 (Freight-Route/Air Cargo)	2018	\$2,700,000	\$42,187,807	\$5,112,200	\$50,000,007
Capital Region	Norfolk Southern Mechanicville Intermodal Facility Access Improvements	Route 67/Intermodal Facility Intersection improvements to facilitate freight movements and improve access (Freight-Route)	2020	\$1,200,000	\$0	\$300,000	\$1,500,000
Central New York	Route 635 Bridge	Rehabilitate the bridges carrying Thompson Road (Route 635) over Interstate 690 in the City of Syracuse (Freight-Route)	2020	\$14,000,000	\$0	\$3,500,000	\$17,500,000
Central New York	Freeway Incident Management System	Deploy a freeway incident management system along Interstates 81, 481 and 690 (Freight-Route)	2021	\$5,000,000	\$0	\$555,556	\$5,555,556

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Finger Lakes	Route 21 over NYS Thruway Authority	Increase vertical clearance/replace the Route 21 bridge over the New York State Thruway in the Town of Manchester (Freight-Route)	2017	\$1,191,240	\$158,400	\$2,973,289	\$4,322,929
Finger Lakes	I-390 Interchange Improvements	Reconstruction of the Lyell Avenue ramps at the interchange of Interstate 390/490 in the Town of Gates (Freight-Route)	2017	\$13,482,580	\$43,297,420	\$6,320,000	\$63,100,000
Finger Lakes	Mount Read Boulevard Reconstruction (Phases A & B)	Reconstruct the southern section of Mount Read Boulevard in the City of Rochester. (Freight-Route)	2018	\$2,300,000	\$2,144,014	\$1,861,035	\$6,305,049
Finger Lakes	I-490 Over Erie Canal	Replacement of the Interstate 490 bridge over the Erie Canal in the Town of Perinton (Freight-Route)	2021	\$10,100,000	\$0	\$3,100,000	\$13,200,000
Long Island	NY 112 Reconstruct I-495 to Granny Road	Enhance geometrics/traffic movement along Route 112 from Interstate 495 to Granny Rd in Suffolk County (Freight-Route)	2018	\$5,280,000	\$39,558,491	\$10,922,405	\$55,760,896

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Long Island	Safety enhancement measures at the interchange of Interstate 495 and Crooked Hill Road (County Route 13)	Deploy Parkway truck intrusion mitigation and safety enhancement measures at the interchange of Interstate 495 and Crooked Hill Road (County Route 13) in Suffolk County (Freight-Route)	2020	\$5,000,000	\$13,794,000	\$7,806,000	\$26,600,000
Mid-Hudson	Interstate 684 Pavement Rehabilitation	Pavement renewal on Interstate 684 on the section closest to Interstate 84 in Putnam County (Freight-Route)	2017	\$18,792,000	\$40,710,904	\$6,611,411	\$66,114,315
Mid-Hudson	Route 9 @ New York State Thruway	Construction of new travel lanes at the intersection of Route 9 and Interstates 87 and 287 in the Town of Greenburgh (Freight-Route)	2020	\$1,040,000	\$800	\$335,200	\$1,375,000
Mid-Hudson	Reconfigure interchange 105 on Route 17 in the Town of Thompson	Reconfigure interchange 105 on Route 17, in the town of Thompson, Sullivan County, which serves retail and service interests in the Monticello area (Freight-Route)	2021	\$10,300,000	\$10,000,000	\$5,075,000	\$25,375,000

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Mohawk Valley	Route 30A/29 Safety Project C/Johnstown, C/Gloversville	Increase the number of travel lanes on Route 30A between Townsend Avenue and Briggs Street in the City of Johnstown. (Freight-Route)	2018	\$3,760,000		\$940,000	\$4,700,000
Mohawk Valley	Route 30A/29 Safety Project C/Johnstown, C/Gloversville Phase 2	Increase the number of travel lanes on Route 30A between Briggs Street and Prindle Avenue in the City of Johnstown (Freight-Route)	2020	\$2,700,000	\$0	\$675,000	\$3,375,000
Mohawk Valley	Route 8 Bridge Replace @ 5, 8 & 12 Interchange Town of N. Hartford, Utica	Increase vertical clearance/replace the Route 8 bridge at the Route 5/8/12 interchange in the Town of New Hartford/ City of Utica (Freight-Route)	2020	\$15,100,000		\$3,780,000	\$18,880,000
Mohawk Valley	Route 5S Corridor Improvements Town of Florida, City of Amsterdam	Construct an eastbound climbing lane on Route 5S/intersection improvements on Route 27 in the Town of Florida/ City of Amsterdam (Freight-Route)	2020	\$4,500,000	\$0	\$1,500,000	\$6,000,000

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
New York City	Replacement of the Kosciuszko Bridge	Replacement of Kosciuszko Bridge over Newtown Creek in the boroughs of Brooklyn and Queens, New York City (Freight-Route/Airport Access)	2016	\$47,583,508	\$723,278,085	\$89,138,407	\$873,000,000
			2019	\$13,000,000			
New York City	Safety Improvements on Long Island Expressway; 48th Street	This project will provide safety and mobility improvements along approximately 11 miles of the Long Island Expressway (I-495) between 48th Street and Little Neck Parkway in Queens County. Entrance and exit ramps will be lengthened and this project will build new auxiliary lane on Eastbound Long Island Expressway (I-495) between Clearview Expressway (I-295) and Springfield Boulevard. (Freight-Route)	2020	\$10,000,000	\$18,600,000	\$7,100,000	\$35,700,000

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
New York City	Rehabilitate three bridges at the I95/I87 interchange.	Rehabilitation of three bridges along the Cross-Bronx Expressway High Bridge Interchange (Interstate 95/Interstate 87 interchange) in the City of New York. This interchange connects to the George Washington Bridge which carries most of the freight from New Jersey to New York and to New England (Freight-Route)	2017	\$10,000,000	\$35,188,165	\$99,111,835	\$144,300,000
North Country	Ogdensburg Bridge and Port Authority – Dredging; Critical Dock-Wall Repairs; and Bridge Structural Repairs	Dredging the Ogdensburg Harbor - last dredged in 1984, will reduce shipping costs and facilitate new import/export business opportunities for the North Country Region. As part of this project, the Authority will complete critical dock-wall repairs/hardening enabling it to continue receiving large ships. The project will also commence international bridge structural repairs to support international trade. (Freight-Route/Port)	2019	\$15,000,000	\$0	\$3,000,000	\$18,000,000

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
North Country	US 11 Bridge Replacements (Town of Moira)	Replace three bridges on Route 11 in the Town of Moira (Freight-Route)	2020	\$5,500,000	\$0	\$1,375,000	\$6,875,000
North Country	NY 342 over I-81	Reconstruct the Route 342 bridge over Interstate 81/add a travel lane in the town of Pamela (Freight-Route)	2022	\$6,000,000	\$1,132,840	\$1,803,480	\$8,936,320
North Country	D&H / I-87 (Removal)	Remove the Delaware and Hudson railroad bridge/increase vertical clearance over Interstate 87 in the City of Plattsburgh (Freight-Route)	2020	\$3,400,000	\$795,017	\$977,313	\$5,172,330

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Southern Tier	Cr 56 / I-86 Bridge Rehab, T/O Chemung	Rehabilitate the County Route 56/Interstate 86 Bridge in the Town of Chemung (Freight-Route).	2019	\$2,730,000	\$76,800	\$335,200	\$3,142,000
Southern Tier	Route I-86/Tributary to Cohocton River Bridge Replacement	Replace the Cohocton bridge/increase vertical clearance on Interstate 86 in the Town of Bath (Freight-Route)	2020	\$2,340,000		\$260,000	\$2,600,000
Southern Tier	Route 8 Safety Improvement Project	Safety enhancements/shoulder widening and horizontal curve flattening along Route 8 in the Towns of Norwich, New Berlin, and Columbus in Chenango County (Freight-route)	2020	\$7,000,000	\$0	\$1,750,000	\$8,750,000

Economic Development Region	Project Title	Project Description	FFY	NHFP Funding	Other Federal Funding	** Non-Federal Funding	Total Project Cost (millions)
Western New York	Ohio Street Lift Bridge	Rehabilitate the Ohio Street Lift bridge in the City of Buffalo (Freight-Route)	2021	\$8,500,000	\$0	\$2,130,000	\$10,630,000
Western New York	Construct New Travel Lane	Construct a new travel lane from the Interstate 90 interchange at Route 78 to Route 33 (Genesee Street) in the Town of Cheektowaga (Freight-Route/Airport Access)	2021	\$7,500,000	\$780,000	\$1,810,280	\$10,090,420
Totals				\$261,050,328	\$971,702,743	\$270,830,611	\$1,503,582,822

**** NYSDOT has sufficient appropriation authority of State Dedicated Fund (SDF) to address the planned non-federal share of the National Highway Freight Program projects.**

Appendix D.1 Updated Freight Plan Projects - National Highway Freight Program Projects 2021 - 2023

Table 2. National Highway Freight Program (NHFP) Fiscally Constrained Table and NHFP Funded Projects

Fund Source	FFY 2021			FFY 2022		
National Highway Freight Program (NHFP)	* Available NHFP Funding	Programmed	Available Balance	*** Available NHFP Funding	Programmed	Available Balance
	\$43,723,578	\$16,702,129	\$27,021,449	\$65,228,551	\$92,250,000	\$0
Fund Source	FFY 2023			Total		
National Highway Freight Program (NHFP)	** Available NHFP Funding	**** Programmed	Available Balance	Available NHFP Funding	Programmed	
	\$89,550,000	\$89,550,000	\$0	\$198,502,129	\$198,502,129	

* Available NHFP funding is net of all transfers and includes carryover balance from FFY 2016-2020.

** Available NHFP funding is net of all transfers.

*** Available NHFP funding is net of all anticipated transfers.

**** Projects programmed to use FY 2023 funding are anticipated to be let in FFY 2023, FFY 2024, FFY 2025.

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Statewide	Statewide Freight TSMO initiative	Support freight operations through various strategies such as bridge hit mitigation and rapid Incident response. (Freight-Route Operational Improvements)	2025	\$0	\$5,000,000			\$5,000,000
Capital Region	I-87 Exit 16 Overpass Reconfiguration or Replacement	Reconfigure or replace I - 87 Exit 16 overpass in the Town of Wilton. Improve geometrics for commercial vehicles accessing Distribution Centers and Truck Stop. (Freight-Route)	2025	\$0	\$10,800,000	\$4,050,000	\$2,950,000	\$17,800,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Mohawk Valley	Route 5S Corridor Improvement.	Construct an eastbound climbing lane on Route 5S/intersection improvements on Route 27 in the Town of Florida/City of Amsterdam. (Freight-Route)	2022	\$4,500,000	\$2,500,000		\$854,000	\$7,854,000
Mohawk Valley	RT 921C (N. GENESEE ST)/MOHAWK R, HARBOR LOCK RD & ERIE C.	Replacing both bridges that serve as a connector for freight from the NYS Thruway to the City of Utica. (Freight-Route)	2022	\$0	\$6,000,000	\$12,192,000	\$19,860,000	\$38,052,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Central	I-81 Viaduct, City of Syracuse, Onondaga County	Reconstruct major portions of I-81, I-690 and I-481 in Central New York. The converted I-481 to I-81 will be expanded by adding new lanes. (Freight-Route)	2022	\$0	\$20,000,000	\$1,690,000,000	\$190,000,000	\$1,900,000,000
Central	Route 298 Bridge Over I-90 (Thruway), Dewitt	This project will replace the Route 298 bridge over the New York State Thruway (Interstate 90) in the Town of Dewitt, Onondaga County. (Freight-Route)	2023	\$0	\$3,000,000	\$0	\$0	\$3,000,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Finger Lakes	I-490 Over Erie Canal.	Replacement of the Interstate 490 bridge over the Erie Canal in the town of Perinton. Interstate 490 is the vital east/west arterial in Monroe County and essential for the movement of goods. (Freight-Route)	2023	\$10,100,000	\$11,900,000	\$2,500,000	\$16,000,000	\$40,500,000
Finger Lakes	I-490 over Genesee River	Bridge rehabilitation on the I-490 over Genesee River (Frederick Douglass/Susan B. Anthony Bridge). Interstate 490 is the vital east/west arterial in Monroe County and essential to the movement of goods. (Freight-Route)	2023	\$0	\$4,000,000		\$600,000	\$4,600,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Western	NY Route 179 project.	This project enhances the intersection of Route 179 Milestrip Road at the I-90 Exit ramp and the intersection of Milestrip and South Park Avenue with double turn lanes and new traffic signals. (Freight-Route)	2025	\$0	\$3,600,000		\$400,000	\$4,000,000
Western	Implement Over Height Vehicle Detection system (OHVD) on Young Street bridge.	Installation of a vehicle detection warning system will provide truck drivers an active warning based on the height of the truck and vertical clearance of the bridge. (Bridge hit mitigation)	2024	\$0	\$1,200,000	\$0	\$0	\$1,200,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Southern Tier	Route 8 Safety Improvements	Safety enhancements/shoulder widening and horizontal curve flattening along Route 8 in the Towns of Norwich, New Berlin, and Columbus in Chenango County. (Freight-Route)	2024	\$7,000,000	\$2,000,000	\$3,400,000	\$2,400,000	\$14,800,000
Southern Tier	I81 over Acre Creek & Loughlin Road Bridge Pile Retrofit	Bridge rehabilitation in the town of Kirkwood, Broome County. This project is located just north of the convergence of I81 and Route 17/I86, which is a critical corridor for North-South and East-West freight travel. (Freight-Route)	2023	\$0	\$7,000,000	\$155,000	\$795,000	\$7,950,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Southern Tier	I81 over Route 990G Bridge	This rehabilitation project will retain the existing structure in place, preventing the need for significant traffic disruption to replace them. (Freight-Route)	2022	\$0	\$1,750,000	\$0	\$0	\$1,750,000
Southern Tier/Mohawk Valley	Rest Area Truck Parking Expansion	This project will construct additional truck parking spaces at four rest areas on Interstate 88. Unadilla, Wells Bridge, Worcester and East Worcester (Freight-Route)	2024	\$0	\$2,750,000	\$0	\$0	\$2,750,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
North Country	OGDENSBURG INT BRIDGE (PHASE III) Painting/Steel & Deck Repairs.	The project will perform international bridge structural repairs to support international trade. (Freight-Route)	2024	\$11,200,000	\$10,000,000	\$3,000,000		\$13,000,000
North Country	NY 342 / I-81	Interchange and ramp improvements on the NY 342 over I-81 Project located in the Town of Pamela, Jefferson County. (Freight-Route)	2024	\$6,000,000	\$6,300,000	\$3,700,000	\$2,400,000	\$18,400,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Mid-Hudson	RESURFACING SEGMENTS OF ROUTE 22 IN DUTCHESS AND PUTNAM COUNTIES.	This project will resurface segments of Route 22 in Dutchess and Putnam Counties. Route 22 is identified as a part of the NYS Freight Core Highway Network. (Freight-Route)	2024	\$0	\$8,000,000	\$960,000	\$740,000	\$9,700,000
Mid-Hudson	Reconfigure interchange 105 on Route 17 in the Town of Thompson	Reconfigure interchange 105 on Route 17, in the town of Thompson, Sullivan County, which serves retail and service interests in the Monticello area (Freight-Route)	2022	\$10,300,000	\$10,000,000		\$5,075,000	\$25,375,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
Long Island	I495/Crooked Hill Rd Interchange	This project will construct new access to Crooked Hill Road from the Long Island Expressway (I495) to provide vehicles (including commercial vehicles) traveling on I-495 in both directions access to Crooked Hill Road (CR13). (Freight-Route)	2022	\$5,000,000	\$10,000,000	\$20,800,000	\$11,200,000	\$47,000,000
Long Island	NY 347 Reconstruct Gibbs Pond Road to Hallock Road.	Enhance safety, operation and mobility for passenger vehicles and trucks by reconstructing approximately 2.0 miles of New York Route 347 in the towns of Smithtown and Brookhaven, Suffolk County. (Freight-Route)	2022	\$0	\$2,000,000	\$65,000,000	\$32,000,000	\$99,000,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
New York City	HUNTS POINT TRUCK ACCESS IMPROVEMENT PH.3	Hunts Point Cooperative Market is the largest food distribution center of its kind in the US. This project will streamline truck access to the center by improving connections to both the Sheridan expressway and the Bruckner expressway. (Freight-Route)	2022	\$0	\$40,000,000	\$10,000,000	\$422,000,000	\$472,000,000

Economic Development Region	Project Title	Project Description	FFY	Previous NHFP funding	NHFP Funding amount (2021/2022/2023)	Other Federal Funding	*Non-Federal Funding	Total Project Cost
New York City	Cross Bronx Expressway Mobility Improvements using ATM strategies	This project will implement Active Traffic Management to address growing congestion and mitigate accidents on the Cross-Bronx Expressway. Variable Speed Limit and Queue Warning systems will be installed along the corridor to warn the drivers to slow down before approaching congestion. (Freight-Route)	2024	\$0	\$14,000,000	\$5,400,000	\$1,400,000	\$20,800,000
			Totals	\$54,100,000	\$181,800,000	\$1,821,157,000	\$708,674,000	\$2,754,531,000

*** NYSDOT has sufficient appropriation authority of State Dedicated Fund (SDF) to address the planned non-federal share of the National Highway Freight Program Projects.**

Freight Plan Projects from Freight plan programmed in 2021

Economic Development Region	Project Title	Project Description	FFY (Let date)	Carryover Amount from 2016 to 2020	Original NHFP Funding amount	Other Federal Funding	Non-Federal Funding	Total Project Cost
New York City	Safety Improvements on Long Island Expressway; 48th Street	This project will provide safety and mobility improvements along the Long Island Expressway (I-495) in Queens County. (Freight-Route)	2021	\$10,000,000	\$10,000,000	\$18,600,000	\$7,100,000	\$35,700,000
Western New York	Construct New Travel Lane	Construct a new travel lane from the Interstate 90 interchange at Route 78 to Route 33 in the Town of Cheektowaga (Freight-Route/Airport Access)	2021	\$6,702,129	\$7,500,000	\$780,000	\$1,810,280	\$10,090,420
Total				\$16,702,129				

Appendix E. Short Term Funded Highway Projects

Table 3. Short Term Funded Highway Projects

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Capital Region	Norfolk Southern Mechanicville Intermodal Facility Access Improvements	Route 67/Intermodal Facility Intersection improvements to facilitate freight movements and improve access (Freight-Route)	\$1.50	\$1.20	NYSDOT
Capital Region	I-90 Over Fuller Road, Deck Replacement, City of Albany	Rehabilitate the Interstate 90 bridge over Fuller Road in the City of Albany (Freight-Route)	\$6.72	\$6.05	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Capital Region	I-87: Airport Connector, Part2	Construction of the new Albany Airport Connector Road/Exit 3 off of Interstate 87 (Freight-Route/Air Cargo)	\$50.00	\$2.70	NYSDOT
Central New York	Freeway Incident Management System	Deploy a freeway incident management system along Interstates 81, 481 and 690 (Freight-Route)	\$5.60	\$5.00	NYSDOT
Central New York	I-690 Over Bridge St	Rehabilitate interstate bridges and include corrective highway maintenance on I-690 in Syracuse, East Syracuse, and Dewitt (Freight-Route)	\$5.00		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Central New York	Route 11 Over Oneida River; Hastings and Cicero	The project involves either a totally new bridge or an extensive rehabilitation of the existing truss in the town of Hastings (Freight-Route)	\$13.00		NYSDOT
Central New York	I-81 Bridges Over Russell Road Cortland County	Bridge replacement to the northbound and southbound bridges carrying I-81 over Russell Road, in the town of Virgil, Cortland County (Freight-Route)	\$12.20		NYSDOT
Central New York	Route 635 Bridge	Rehabilitate the bridges carrying Thompson Road (Route 635) over Interstate 690 in the City of Syracuse (Freight-Route)	\$17.50	\$14.00	NYSDOT
Finger Lakes	Mount Read Boulevard Reconstruction (Phases A & B)	Reconstruct the southern section of Mount Read Boulevard in the City of Rochester (Freight-Route)	\$6.30	\$2.30	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Finger Lakes	I-490 Over Erie Canal	Replacement of the Interstate 490 bridge over the Erie Canal in the Town of Perinton (Freight-Route)	\$13.20	\$10.10	NYSDOT
Finger Lakes	Route 21 over NYS Thruway Authority	Increase vertical clearance/replace the Route 21 bridge over the New York State Thruway in the Town of Manchester (Freight-Route)	\$4.30	\$1.19	NYSDOT
Finger Lakes	I-390 Interchange Improvements at I-490 (Stage 2 Lyell Ramps)	Reconstruction of the Lyell Avenue Ramps at the interchange of Interstate 390/490 in the Town of Gates (Freight-Route)	\$63.10	\$13.48	NYSDOT
Finger Lakes	I-390 Interchange Improvements at I-490 (Stage 3 Of 4)	Reconstruction of the interchange at Interstate 390/490 in the Town of Gates (Freight-Route)	\$82.70		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Long Island	NY 112 Reconstruct I-495 To Granny Road	\$5.3 million to enhance geometrics/ movement along Route 112 from Interstate 495 to Granny Rd in Suffolk County (Freight-Route)	\$55.76	\$5.28	NYSDOT
Long Island	Safety enhancement measures at the interchange of Interstate 495 and Crooked Hill Road (County Route 13)	Deploy Parkway truck intrusion mitigation and safety enhancement measures at the interchange of Interstate 495 and Crooked Hill Road (County Route 13) in Suffolk County (Freight-Route)	\$26.60	\$5.00	NYSDOT
Mid-Hudson	Route 9 @ New York State Thruway I-87/I-287 Southbound and Eastbound Interchange Improvements	Construction of new travel lanes at the intersection of Route 9 and Interstates 87 and 287 in the Town of Greenburgh (Freight-Route)	\$1.38	\$1.04	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Mid-Hudson	Middletown Traffic Operations Stage 1	Upgrade seventeen signalized intersections on County Route 67 (West and East street) and Route 17M within the city of Middletown, Orange County (Freight-Route)	\$3.20		City of Middletown
Mid-Hudson	Middletown Traffic Operations Stage 2	Upgrade pavement, pavement markings, and lighting at various locations in the city of Middletown, Orange County (Freight-Route)	\$4.60		City of Middletown
Mid-Hudson	I84 Viaduct Replacement	Replacement of I84 viaduct in the Town of Brewster, Putnam County (Freight-Route)	\$83.00		NYSDOT
Mid-Hudson	North Barry Avenue / Metro North Railroad	This project will replace the North Barry Avenue bridge over Metro North Railroad in the village of Mamaroneck, Westchester County (Freight-Route)	\$10.10		MNRR
Mid-Hudson	Interstate 684 Pavement Rehabilitation	Pavement renewal on Interstate 684 on the section closest to Interstate 84 in Putnam County (Freight-Route)	\$66.11	\$18.79	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Mid-Hudson	Reconfigure interchange 105 on Route 17 in the Town of Thompson	Reconfigure interchange 105 on Route 17, in the town of Thompson, Sullivan County, which serves retail and service interests in the Monticello area (Freight-Route)	\$25.40	\$10.30	NYSDOT
Mid-Hudson	Interstate Bridge # 7 @ Callicoon Bridge Rehabilitation Project	Rehabilitate bridge over the Delaware River between the hamlet of Callicoon, town of Delaware, Sullivan County, and Wayne County, PA. (Freight-Route)	\$12.90		NYSDOT
Mohawk Valley	Route 30A/29 Safety Project C/Johnstown, C/Gloversville Phase 2	Increase the number of travel lanes on Route 30A between Briggs Street and Prindle Avenue in the City of Johnstown (Freight-Route)	\$3.40	\$2.70	NYSDOT
Mohawk Valley	Rt 5S Corridor Improvements T/Florida, C/Amsterdam	Construct an eastbound climbing lane on Route 5S/intersection improvements on Route 27 in the Town of Florida/ City of Amsterdam (Freight-Route)	\$6.00	\$4.50	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Mohawk Valley	Rt 8 Bridge Replace @ 5, 8 & 12 Interch. T/N.Hartford, Utica	Increase vertical clearance/replace the Route 8 bridge at the Route 5/8/12 interchange in the Town of New Hartford/ City of Utica (Freight-Route)	\$18.88	\$15.10	NYSDOT
Mohawk Valley	Route 30A/29 Safety Project C/Johnstown, C/Gloversville	Increase the number of travel lanes on Route 30A between Townsend Avenue and Briggs Street in the City of Johnstown (Freight-Route)	\$4.70	\$3.76	NYSDOT
Mohawk Valley	Route 205 Over Small Brook Bridge Replacement Project	Replace Route 205 bridge over Small Brook in the rural town of Hartwick, Otsego County (Freight-Route)	\$1.87		NYSDOT
Mohawk Valley	Interstate 88 Bridge Replacement and Rehabilitation project	This bridge project will replace one bridge and rehabilitate bridges on Interstate 88 in the Village and Town of Richmondville, Schoharie Co. & Town of Worcester, Otsego County (Freight-Route)	\$13.80		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Mohawk Valley	Interstate 88 Worcester to Schoharie County, Pavement and Resurfacing and Bridge Rehab	This project will resurface approximately 31 lane miles of pavement on I-88 and rehabilitate 8 bridges in the Town of Worcester, Otsego County, and 2 bridges in the Town of Richmondville, Schoharie County (Freight-Route)	\$36.00		NYSDOT
New York City	Bayonne Bridge Navigational Clearance Program	The project will elevate the existing roadway from 151 feet to 215 feet above the Kill van Kull, thereby enabling large cargo ships to pass beneath the bridge and to serve this region's marine port terminals. The navigational clearance opened in June 2017 and the full project completion is expected mid-2019 (Freight-Route/Port Access)	\$586.70		*Port Authority of New York/New Jersey

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	George Washington Bridge — "Restoring the George" Construction Program	The "Restoring the George" program comprises a \$1.9 billion investment in 11 state of good repair projects that will maintain the structural health of the facility over the next decade for the millions of customers who use it every year (Freight-Route)	\$1,534.60		*Port Authority of New York/New Jersey
New York City	Clearview Expressway Exit Ramp To Union Turnpike Widening To Alleviate Congestion Issue	This project will widen the existing exit ramp from Southbound Clearview Expressway to Union Turnpike in the Borough of Queens, New York City. These improvements will alleviate congestion on the ramp caused by many large trucks using this ramp to access the local community to make delivery of goods (Freight Route)	\$3.10		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	Rehabilitation Of Three Major Deegan Expressway Bridges	Rehabilitation of Major Deegan Expressway between 161 St and Highbridge Interchange in Bronx County, New York City (Freight-Route)	\$194.40		NYSDOT
New York City	Rehabilitation Of 6 Bridges on The Cross Bronx Expressway Bronx, New York City	The project will rehabilitate 6 bridges on the Cross Bronx Expressway I-95 in Bronx County, New York City. The Cross Bronx Expressway is one of the most heavily traveled freight corridors, connecting New England with New Jersey and Pennsylvania (Freight-Route)	\$423.00		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	Hunts Point Truck Access Project Contract1	Provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for trucks traveling to and from the commercial businesses located on the peninsula (Freight-Route)	\$1,751.00		NYSDOT
New York City	Mobility Improvements on N/B Bruckner Expressway	This project will construct/Extend the northbound I-95 fourth travel lane from Exit 8B (to Orchard Beach/City Island) to Exit 9 (to northbound Hutchinson River Parkway) in the City of New York (Freight-Route)	\$36.70		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	Van Wyck Expressway Capacity Improvement from Kew Gardens Interchange To JFK International Airport	Widening of the Van Wyck Expressway from three to four lanes in each direction, from Queens Blvd to Federal Circle, will improve capacity and access to JFK airport in Queens County, NYC (Freight-Route/Airport Access)	\$288.00		NYSDOT
New York City	Safety Improvements on Long Island Expressway; 48th Street	This project will provide safety and mobility improvements along approximately 11 miles of the Long Island Expressway (I-495) between 48th Street and Little Neck Parkway in Queens County. Entrance and exit ramps will be lengthened and this project will build new auxiliary lane on Eastbound Long Island Expressway (I-495) between Clearview Expressway (I-295) and Springfield Boulevard (Freight-Route)	\$35.70	\$10.00	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	Van Wyck Expressway/Long Island Expressway Interchange Structures Rehabilitation Phase 1 Queens	Structural rehabilitation of the Van Wyck Expressway / Long Island Expressway Viaduct over LIE located in Queens County, New York City (Freight-Route)	\$150.20		NYSDOT
New York City	Bridge Rehabilitation - 138th Bridge	Rehabilitation of 138th street bridge over Major Deegan Expressway in Bronx County, NYC (Freight-Route)	\$28.60		NYSDOT
New York City	Gowanus Expressway Active Traffic Management For Incident Response, Kings County	Provide an Active Traffic Management (ATM) system for Improved Incident Response & Improved Operations on the Gowanus Expressway from the Brooklyn approach of the Verrazano Bridge at the South, to the Hugh L. Carey Tunnel, Kings Co. NYC (Freight-Route)	\$0.05		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
New York City	Replacement of the Kosciuszko Bridge	Replacement of Kosciuszko Bridge over Newtown Creek in the boroughs of Brooklyn and Queens, New York City (Freight-Route/Airport Access)	\$873.00	\$60.58	NYSDOT
New York City	Rehabilitate three bridges at the I95/I87 interchange.	Rehabilitation of three bridges along the Cross-Bronx Expressway High Bridge Interchange (Interstate 95/Interstate 87 interchange) in the City of New York. This interchange connects to the George Washington Bridge which carries most of the freight from New Jersey to New York and to New England (Freight-Route)	\$144.30	\$10.00	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
North Country	Computerized Toll System Replacement	Replace existing toll collection system with system capable of accepting E-ZPASS and BESTPASS. Improve throughput of commercial and passenger traffic (International Border)	\$5.00		Thousand Islands Bridge Authority
North Country	US Customs & Border Protection Border Facility Replacement	Replace existing border inspection facility. Additional commercial processing lanes (International Border)	\$130.00		US General Services Administration
North Country	Border Delay Reporting System	Install new reporting system. Reliable border crossing information and real-time delay information (International Border)	\$0.10		Thousand Islands Bridge Authority
North Country	US 11 Bridge Replacements (Town of Moira)	Replace three bridges on Route 11 in the Town of Moira (Freight-Route)	\$6.90	\$5.50	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
North Country	Ogdensburg Bridge and Port Authority – Dredging; Critical Dock-Wall Repairs; and Bridge Structural Repairs	Dredging the Ogdensburg Harbor - last dredged in 1984, will reduce shipping costs and facilitate new import/export business opportunities for the North Country Region. As part of this project, the Authority will complete critical dock-wall repairs/hardening enabling it to continue receiving large ships. The project will also commence international bridge structural repairs to support international trade (Freight-Route/Port)	\$18.00	\$15.00	NYSDOT
North Country	NY 342 over I-81	Reconstruct the Route 342 bridge over Interstate 81/add a travel lane in the town of Pamela (Freight-Route)	\$8.90	\$6.00	NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
North Country	D&H / I-87 (Removal)	Remove the Delaware and Hudson railroad bridge/increase vertical clearance over Interstate 87 in the City of Plattsburgh (Freight-Route)	\$5.20	\$3.40	NYSDOT
Southern Tier	Cr 56 / I-86 Bridge Rehab, T/O Chemung	Rehabilitate the County Route 56/Interstate 86 Bridge in the Town of Chemung (Freight-Route)	\$3.10	\$2.73	NYSDOT
Southern Tier	Route I-86/Trib To Cohocton River Bridge Rep, Bin 1096320	Replace the Cohocton bridge/increase vertical clearance on Interstate 86 in the Town of Bath (Freight-Route)	\$2.60	\$2.35	NYSDOT
Southern Tier	Access Horseheads, NY 13 Connector Road	Construct access Road to Intermodal facility in the Town and Village of Horseheads (Rail Access)	\$24.99		Chemung County

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Southern Tier	Route 8 Over Beaver Creek Bridge Replacement Project	Replace Route 8 bridge over Beaver Creek, town of Columbus, Chenango County (Freight-Route)	\$3.10		NYSDOT
Southern Tier	Route 8 Over East Branch Cold Spring Creek Bridge Replacement Project	Replace Route 8 bridge over Cold Spring Creek in the town of Deposit, Delaware County (Freight-Route)	\$4.10		NYSDOT
Southern Tier	Route 8 Safety Improvement Project	Safety enhancements/shoulder widening and horizontal curve flattening along Route 8 in the Towns of Norwich, New Berlin, and Columbus in Chenango County (Freight-Route)	\$8.80	\$7.00	NYSDOT
Southern Tier	Route 10 Over Pines Brook Bridge Replacement Project	Replace bridge carrying Route 10, a vital east-west route through Delaware County, over Pines Brook in the town of Walton, Delaware County (Freight-Route)	\$1.90		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Southern Tier	Route 79 Over Chenango River	Replace Route 79 bridge over the Chenango River, and enhance alignment and geometrics on Route 79 in the towns of Barker and Fenton, Broome County, and town of Greene, Chenango County (Freight-Route)	\$16.67		NYSDOT
Southern Tier	Route 28 Safety Improvements, Meridale	Widen the shoulder to enhance safety on Route 28 in the town of Meredith, Delaware County (Freight-Route)	\$1.20		NYSDOT

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Statewide	Thruway System-wide Conversion to Cashless Tolling	Conversion to cashless toll collection (Freight-Route)			New York State Thruway Authority
Statewide	Redevelop NYS Thruway Service Areas	The redevelopment of some Service Areas may include the addition of more truck parking and commercial services (Truck Parking)			New York State Thruway Authority

Regional Economic Development Region	Project Title	Project Description	Total Project Cost (millions)	NHFP Funding (millions)	Sponsor/Owner
Western New York	Ohio Street Lift Bridge	Rehabilitate the Ohio Street Lift bridge in the City of Buffalo (Freight-Route)	\$10.63	\$8.50	City of Buffalo
Western New York	Elk St Over Norfolk Southern	Replace the superstructure and rehabilitate the substructure as needed in the City of Buffalo, Erie County (Freight-Route)	\$10.00		City of Buffalo
Western New York	Construct New Travel Lane	Construct a new travel lane from the Interstate 90 interchange at Route 78 to Route 33 (Genesee Street) in the Town of Cheektowaga (Freight-Route/Airport Access)	\$10.10	\$7.50	NYSDOT
			Totals	\$6,975.5	\$261.05

Appendix F. Illustrative Projects: Medium and Long-Term Highway Projects

Illustrative. This appendix includes medium and long-term highway projects. These projects are outside the existing capital program. There is presently no funding commitment to many of these projects and in some cases, they are conceptual.

Table 4. Illustrative Highway Projects

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Capital Region	I-87 Exit 16 Overpass Reconfiguration or Replacement	Reconfigure or Replace I-87 Exit 16 overpass in the town of Wilton.	NYSDOT
Capital Region	Rotterdam Industrial Park Entrance Realignment	Intersection improvement/realignment and access modifications of Route 7, Frank Street and the entrance to the Rotterdam Industrial Park, Town of Rotterdam, Schenectady County.	NYSDOT
Capital Region	NY 67 Modernization	Mobility and Safety improvements for freight movements on Route 67 from Mechanicville to Route 9, Towns of Stillwater and Malta, Saratoga Co.	NYSDOT
Capital Region	Rt. 67 reconstruction	This project will reconstruct Rt. 67 in certain areas to accommodate increasing truck traffic generated from commercial and industrial development along the corridor from Ballston Spa to Malta.	NYSDOT
Capital Region	Route 9W Over CSX/CP Rail, Bridge Repair	Reconfigure interchange on Route 9W over CSX/CP Rail in the town of Bethlehem, Albany County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Central New York	Route 31 at I-81 Interchange Safety Improvement Project	Reconstruction or reconfiguration of the I-81 interchange with Route 31 in the Town of Cicero, Onondaga County.	NYSDOT
Central New York	Route 298 (Bear St.)/Onondaga Creek & Old Canal Terminal, Syracuse	Bridge Replacement on Bear Street (Route 298) over Onondaga Creek and Old Canal Terminal Access Channel in the Syracuse, Onondaga County.	NYSDOT
Central New York	I-81 Over Ridge Road Bridge Replacements, Town of Cortlandville	Bridge replacement to the northbound and southbound bridges carrying I-81 over Ridge Road, in the town of Cortlandville, Cortland County.	NYSDOT
Central New York	Route 281, Phase III	The third and final phase the Route 281 corridor improvement project will improve the northern section from Fisher Avenue to the I-81 connector ramp in the City of Cortland.	NYSDOT
Central New York	Airport Road Bridges Over I-81 Minor Rehabilitation	This project will rehabilitate the bridges carrying Airport Road eastbound and westbound over I-81 in the town of Salina, Onondaga County.	NYSDOT
Central New York	I-81 Northbound and Southbound Over Spring Brook Bridge Replacements	Replace the two bridges carrying I-81 Northbound and Southbound over Spring Brook in the Town of Richland, Oswego County.	NYSDOT
Central New York	Route 298 Bridge Over I-90 (Thruway), Dewitt	Replace the Route 298 bridge over the New York State Thruway (Interstate 90) in the town of Dewitt, Onondaga County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Central New York	Freeway Incident Management System, Phase VII	Provide a freeway incident management system that will include dynamic message signs and cameras sited at key locations along the Interstate 81 corridor within Cortland County north of the Town of Marathon	NYSDOT
Central New York	Freeway Incident Management System, Phase VIII	Provide a freeway incident management system that will include dynamic message signs and cameras sited at key locations along the Interstate 81 corridor within Oswego County. It is anticipated that project would be jointly progressed by Region 3 and Region 7.	NYSDOT
Central New York	I-81 Viaduct, City of Syracuse, Onondaga County	This project will address the I-81 Viaduct within the City of Syracuse.	NYSDOT
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on CSX over NYS Route 77, south of New York State Route 33 in Village of Corfu (BIN 7030060) . There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned By CSX</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on CSX over Baird Road (BIN RR00232) in the town of Perinton. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned By CSX</p>
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on CSX over Marsh Road in the town of Perinton. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned By CSX</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on Finger Lakes Railway over West Avenue in the City of Canandaigua. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned by Finger Lakes Railway</p>
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on CSX over Driving Park Ave in the City of Rochester. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned By CSX</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on Rochester & Southern Railroad over Driving Park in the City of Rochester. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned by GWRR (Rochester and Southern is a subsidiary of GWRR)</p>
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on Rochester & Southern Railroad over Driving Park in the City of Rochester. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By</p> <p>Genesee Transportation Council</p> <p>Owned by GWRR (Rochester and Southern is a subsidiary of GWRR)</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	Low-Clearance and Weight Restricted Bridges	Potential mid to long term implementation for structural project on Rochester & Southern Railroad over Brooks Ave in the town of Gates. There may be technology solutions (i.e. warning systems, signs, GPS) to inform commercial vehicles of low structure and mitigate any potential bridge strike.	<p>Submitted By Genesee Transportation Council</p> <p>Owned by GWRR (Rochester and Southern is a subsidiary of GWRR)</p>
Finger Lakes	New York State Route 63 Corridor Improvements	Major Investment Study to evaluate multiple Route 63 corridor bypass alignments in association with the Region 4 Route 63 Corridor Study 2008. Livingston, Wyoming and Genesee Counties, multiple Towns.	NYSDOT
Finger Lakes	Mount Read Boulevard Reconstruction (Phases C, D, E, & F)	Reconstruction of the Mount Read Boulevard corridor, which serves Eastman Business Park (EBP) in the City of Rochester and Town of Greece.	<p>Submitted By Genesee Transportation Council</p> <p>Owned By NYSDOT and Monroe County</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	Route 77 Improvements Near STAMP	Potential improvements to Route 77 to support increasing safety, traffic flow and commerce to and from the thruway exit due to the Western New York Science and Technology Advanced Manufacturing Park (STAMP) in the Towns of Pembroke and Alabama.	<p>Submitted By Genesee Transportation Council</p> <p>Owned By NYSDOT</p>
Finger Lakes	Dansville Transportation and Industrial And Commercial Access	Upgrade the existing road network; improve Shay Road connectivity; upgrade Maple Street/Route 36 intersection; retain/improve driveway access points; add wayfinding signage; acquire private property for right of way; phased construction of Zerfass Road extension to connect New York State Route 36 via Buck Road improvements in the Town of North Dansville and Village of Dansville.	<p>Submitted By Genesee Transportation Council</p>

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Finger Lakes	New York State Route 63 Corridor Improvements	Use traffic calming measures to reduce traffic speeds on New York State Route 63 near the intersection with New York State Route 36 and the area around the York Central School District campus in the Town of York.	Submitted By Genesee Transportation Council
Finger Lakes	Livonia Gateway Park Road	Construct a new gateway road near West Ave in the Village of Livonia to New York State Route 15 in the Town of Livonia.	Submitted By Genesee Transportation Council
Long Island	NY 347 Reconstruct Gibbs Pond Road to Hallock Road	Construct an additional through lane in each direction and intersection improvements to enhance geometrics/mobility on approximately 2 miles of New York Route 347 from Gibbs Pond Rd to Hallock Rd in the towns of Smithtown and Brookhaven, Suffolk county.	NYSDOT
Long Island	NY 347 Reconstruct Hallock Rd. to County Route 97	Construct an additional through lane in each direction and intersection improvements to enhance geometrics/mobility on approximately 1 mile of New York Route 347 from Hallock Road to County Route 97 (Nicholls Road) in the town of Brookhaven, Suffolk county.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Long Island	NY 347 Reconstruct Old Town to NY 25A	Construct an additional through lane in each direction and intersection improvements to enhance geometrics/mobility on approximately 2.5 miles of New York Route 347 from Old Town Rd to State Route NY25A at the eastern end of the NY347 Corridor in the town Brookhaven, Suffolk county.	NYSDOT
Mid-Hudson	I84/I684 Interchange and third lane from Interchange to Conn/NY state line	Interchange improvements and add third lane along Interstate 84 from the interchange, east, to NY/Connecticut State Line.	NYSDOT
Mid-Hudson	I84 System Bridges - Rehabilitations and Replacements	Replace and rehabilitate bridges along the Interstate 84 corridor.	NYSDOT
Mid-Hudson	I684 Pavement Reconstruction, Between Exit 5 thru Exit 7	Pavement reconstruction along Interstate 684 in the Towns of Bedford, Leisboro and North Salem, Westchester County	NYSDOT
Mid-Hudson	I287 to Route 9A - New Access Road	Construction of a new access road that improves freight movement from I287 to Route 9A.	NYSDOT
Mid-Hudson	I84 Truck Parking & Facilities	Increase truck parking and construct truck parking facilities along Interstate 84 in Dutchess or Putnam Counties	NYSDOT
Mid-Hudson	Route 17 Third Lane from I87 to I84	Interchange improvements and add third lane along Route 17 (Future I86) from NY Thruway (I87), Harriman to I84, Middletown, Orange County	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Mid-Hudson	I84 Third Lane from Newburgh-Beacon Bridge to NY Thruway, I87	Interchange improvements and add third lane along I84 from Newburgh-Beacon Hudson River Crossing to NY Thruway (I87), Town of Newburgh, Orange County	NYSDOT
Mid-Hudson	Interstate 84 Pavement Rehabilitation	Pavement rehabilitation of Interstate 84 from Pennsylvania State Line to Connecticut State Line, Orange, Dutchess and Putnam Counties	NYSDOT
Mid-Hudson	RTE 17 ROSCOE REST AREA (Eastbound)	Rehabilitation of Roscoe rest area including the replacement of the septic and water treatment systems in the town of Rockland, Sullivan County.	NYSDOT
Mid-Hudson	Route 17/I-86 Exit 109 (Rockville/Woodridge) To Exit 115 (Burlington Rd)	Improve interchanges on Route 17 including bridge replacements to increase vertical clearance. This project is located in the towns of Thompson and Mamakating in Sullivan County, and the town of Wallkill in Orange County.	NYSDOT
Mid-Hudson	Route 17/I-86 Interchange Improvements Exits 102, 103, 104, 107, 108	Upgrade 5 Interchanges on Route 17 to improve geometrics in the town of Thompson, Sullivan County.	NYSDOT
Mid-Hudson	Route 17/I-86 Interchange Improvements Exits 100A, 100, And 101	Upgrade interchanges on New York Route 17 to improve geometrics between Interchange 100a and Interchange 101 in the town and village of Liberty, Sullivan County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Mohawk Valley	Route 5/8/12/840 Interchange Replacement Town N. Hartford, City of Utica	Interchange replacement to enhance geometrics and freight mobility in the town of New Hartford	NYSDOT
Mohawk Valley	Thruway Interchange 31 Improvements North Genesee St (Route 921C)/I-790/SR 49 C/Utica	Interchange Improvements on NYS Thruway Interchange 31 and N. Genesee St. to enhance safety and improve mobility in the city of Utica.	NYSDOT
Mohawk Valley	North/South Arterial Expressway from Sunset Avenue to Burrstone Road	Interchange improvements on the Route 5/8/12 corridor in the city of Utica	NYSDOT
Mohawk Valley	I88 EAST WORCESTER REST AREA (Westbound)	Rehabilitation of the East Worcester rest area on Interstate 88 and increase the number of truck parking spaces in the town of Worcester, Otsego County.	NYSDOT
New York City	Replacement of Shore Road Bridge Over Hutchinson River	Reconstruction of Shore road bridge over the Hutchinson river in the Bronx County. The project scope consists of complete replacement of moveable bridge, approaches, substructure, including electrical, mechanical and bridge control systems.	NYCDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
New York City	Brooklyn-Queens Expressway (I-278) From Sands St. To Atlantic Ave (Brooklyn-Queens Triple Cantilever)	Rehabilitation of 1.3-mile section of the Brooklyn-Queens Expressway(I-278) from Atlantic Avenue to Sands Street, Borough of Brooklyn (Kings County, New York). This segment of the BQE is critical link of I-278, which is sole Interstate highway in Brooklyn, connecting it to Manhattan, Staten Island, and Queens.	NYCDOT
New York City	Cross Bronx Expressway (I-95) Bridge Rehab Over Webster Ave, Bronx	Provide replacement of concrete deck and repairs of substructure. The scope also includes Active Traffic Management for mobility improvement. The project is located in the Bronx County, NYC.	NYSDOT
New York City	Rehabilitation of Brooklyn-Queens Expressway viaduct over 47th Street	Rehabilitation of Brooklyn-Queens Expressway 45 spans viaduct over 47th Street in Queens County, New York City. (Freight Route)	NYSDOT
New York City	Grand Street Bridge Replacement	Replacement of Grand Street Bridge (movable) to enhance mobility in New York City.	NYCDOT
New York City	Hempstead Avenue Bridge	Widening the Hempstead Avenue bridge to provide better geometrics in New York City.	NYCDOT
New York City	Union Turnpike Bridge	Widening the Union Turnpike Bridge to provide better geometrics in New York City.	NYCDOT
New York City	11th Ave/Amtrak 30th St	Widening the 11th Avenue viaduct to provide better geometrics in Manhattan Borough, New York City	NYCDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
New York City	Borden Ave Bridge	Widening the Borden Avenue bridge to provide better geometrics in Queens Borough, New York City.	NYCDOT
New York City	Church Ave Bridge Over BMT	Widening the Church Avenue bridge to provide better geometrics in Brooklyn Borough, New York City.	NYCDOT
New York City	Rehabilitation of Queensboro Bridge in New York city	Rehabilitation on Queensboro bridge which provides major truck access point between Queens & Manhattan in New York City. One of the most heavily travelled East River bridge for trucks. Freight Route	NYCDOT
North Country	I-81/NY 12	Replacement of 2 bridges to increase vertical clearance on Interstate 81 in the Town of Alexandria, Jefferson County.	NYSDOT
North Country	Massena Terminal RR/NY 37	Replace the Railroad bridge to increase vertical clearance on NY 37 in the village of Massena, St. Lawrence County.	NYSDOT
North Country	I-81 ITS Improvements	Freeway Incident Management along Interstate 81.	NYSDOT
North Country	OGDENSBURG INT BRIDGE (PHASE II) (FULL PROJECT) - PAINTING/REDECKING OF THE OGDENSBURG INTERNATIONAL BRIDGE (PHASE II)	Element specific repairs on the Ogdensburg-Prescott International Bridge in the City Ogdensburg (Freight-Route/Port/Rail-Access/Airport Access).	Ogdensburg Bridge and Port Authority
North Country	OGDENSBURG INT BRIDGE	Element specific repairs on the Ogdensburg-Prescott International Bridge in the City Ogdensburg (Freight-Route/Port/Rail-Access/Airport Access).	Ogdensburg Bridge and Port Authority

Economic Development Region	Project Title	Project Description	Sponsor/Owner
	(PHASE IIA) (REDUCED SCOPE) - Replace Steel Deck and support steel - American Approach	This project is a reduced scope of the full project.	
North Country	OGDENSBURG INT BRIDGE (PHASE IIB) (REDUCED SCOPE) - Replace Steel Deck and support steel - Canadian Approach	Element specific repairs on the Ogdensburg-Prescott International Bridge in the City Ogdensburg (Freight- Route/Port/Rail-Access/Airport Access). This project is a reduced scope of the full project.	Ogdensburg Bridge and Port Authority
North Country	Ogdensburg International Bridge (Critical Repairs) - Clean and paint Canadian approach deck girders spans 1-8 and U.S. approach deck girders spans 24-32	Element specific repairs on the Ogdensburg-Prescott International Bridge in the City Ogdensburg (Freight- Route/Port/Rail-Access/Airport Access). This project is a reduced scope of the full project.	Ogdensburg Bridge and Port Authority
North Country	US 11/Indian River (Village of Philadelphia)	Rehabilitate bridge which carries US 11 over the Indian River in the Jefferson County Village of Philadelphia.	NYSDOT
North Country	US 11 Corridor Improvements	Provide a series of safety and operational enhancements along the US 11 corridor in Region 7.	NYSDOT
North Country	US 11 Corridor Improvements Phase 1	Provide a series of safety and operational enhancements along the US 11 corridor in Region 7.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Southern Tier	SR 36 Main St to Arkport, Pavement Rehabilitation and Reconstruction	Rehabilitate and reconstruct State Route 36 which provides direct access to significant freight generator in the City of Hornell.	NYSDOT
Southern Tier	I-86 Bridge Deck Replacement Project, Eastern Chemung County	Replace 10 Bridge decks from Lowman to the Tioga County line, to preserve these I-86 corridor assets.	NYSDOT
Southern Tier	Route 17/I-86 Conversion Hale Eddy to Hancock	Improve interchange(s) and mainline reconstruction on Route 17 to achieve interstate standards in the town of Hancock, Delaware County.	NYSDOT
Southern Tier	Route 17 over Susquehanna River Bridge Replacement Project	Replace bridges on Route 17/Future I-86 over the Susquehanna River to improve access for over-width loads and freight in general, between the towns of Vestal and Union, Broome County.	NYSDOT
Southern Tier	I-88 over I81 and Chenango River Bridge Deck Replacements	Rehabilitate bridges on Interstate 88 connecting I-88 with I-81 in the towns of Chenango and Dickinson, and village of Port Dickinson, Broome County	NYSDOT
Southern Tier	I-81 over Loughlin Road Bridge Replacements	Replace 2 bridges on I-81 over Loughlin Road in the town of Kirkwood, Broome County.	NYSDOT
Southern Tier	Route 363 over US Route 11 Deck Replacement	Bridge Deck Replacement on Route 363 over US Route 11 to maintain critical freight infrastructure into the City of Binghamton, Broome County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Southern Tier	I-81 over US Route 11 Bridge Replacements	Replace 2 bridges on Interstate 81 over US Route 11 to maintain this vital shipping route, in the town of Chenango, Broome County.	NYSDOT
Southern Tier	I-81 over Route 990G Bridge Replacements	Replace 2 bridges carrying Interstate 81, an important Regional freight route, over NY Route 990G in the town of Kirkwood, Broome County.	NYSDOT
Southern Tier	I-81 over Castle Creek Bridge Replacements	Replace 2 bridges carrying Interstate 81, an important Regional freight route, over Castle Creek in the town of Chenango, Broome County.	NYSDOT
Southern Tier	I-81 over Fuller Road Bridge Replacements	Replace 2 bridges carrying Interstate 81, an important Regional freight route, over Fuller Road in the town of Chenango, Broome County.	NYSDOT
Southern Tier	I-81 over Pease Hill Road Bridge Replacements	Replace bridges carrying I-81, an important Regional freight route, over Pease Hill Road in the town of Barker, Broome County.	NYSDOT
Southern Tier	Route 30 over East Branch Delaware River Bridge Replacement	Replace Route 30 Bridge in the village of Margaretville, which is a critical route for freight in rural Delaware County.	NYSDOT
Southern Tier	Route 11 over Castle Creek Bridge Replacement	Replace Route 11 bridge over Castle Creek (BIN 1008220) in the town of Chenango, Broome County.	NYSDOT
Southern Tier	Route 23 over Middle Brook Bridge Replacement	Replace Route 23 bridge over Middle Brook (1017610) in the town of Davenport, which is a critical route for freight in rural Delaware County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Southern Tier	Route 23 over the Unadilla River Bridge Replacement	Replace Route 23 bridge over the Unadilla River in the town of New Berlin, which is a critical route for freight in rural Chenango County.	NYSDOT
Southern Tier	Route 17 Rest Area at Owego (Westbound) Rehabilitation	Rehabilitation of the Owego rest area on Route 17 and increasing the number of truck parking spaces in the town of Owego, Tioga County.	NYSDOT
Southern Tier	Route 17 over County Road 17 (Horton Viaduct) Bridge Replacement	Replace two 7-span bridges carrying Route 17, an important expressway facility, in the town of Hancock, Delaware County.	NYSDOT
Southern Tier	RT 17 EB. NICHOLS REST AREA (Eastbound)	Replace Nichols Rest Area with modern facility which will include enhancements to ramps and increase truck parking in the town of Nichols, Tioga County.	NYSDOT
Southern Tier	Route 34 over Dry Run Creek Bridge Replacement	Replace Route 34 bridge over Dry Run Creek and enhance drainage in the town of Spencer, on a critical route for freight in rural Tioga County.	NYSDOT
Southern Tier	Exit 83 EB Off Ramp over Route 17 Bridge Deck Replacement	Bridge deck replacement on Route 17 at Exit 83 in the town of Sanford, Broome County.	NYSDOT
Southern Tier	Route 17/I-86 Conversion Exit 79 To Exit 84	Reconstruct 5 bridges to improve vertical clearance and improve the section of New York State Route 17 from Windsor to Deposit to meet interstate standards.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Southern Tier	Route 11, Front Street Over I-81 Bridge Replacement Project	Bridge reconstruction and interchange improvements on U.S. Route 11 (Front Street) over Interstate 81, increasing bridge width to enhance safety for trucks on the only direct connection between I-81 SB and I-88 EB; in the town of Dickinson, Broome County.	NYSDOT
Southern Tier	Route 11 Over Tioughnioga River Bridge Replacement Project	Replace Route 11 bridge over the Tioughnioga River, which connects the split Exit 8 on/off ramps in the village of Whitney Point, Broome County	NYSDOT
Southern Tier	Route 17/I-86 Upgrade Tioga County Line To West Binghamton City Line	Enhance interchange 67 on Route 17 to achieve Interstate standards in the towns of Vestal and Union, Broome County.	NYSDOT
Southern Tier	Route 17/I-86 Interchange Improvements Exits 87, 87A, 89, 90, 92, 93	Bridge replacement, the widening of two bridges, and improving several interchanges to improve vertical clearance and geometrics on Route 17 from exit 87 to the Sullivan County Line in the towns of Hancock and Colchester, Delaware County.	NYSDOT
Southern Tier	I-88 Connector, I-81 To Exit 2, Pavement Rehabilitation	Rehabilitate pavement on Interstate 88 in the towns of Chenango, Dickinson and Fenton, and the village of Port Crane, in Broome County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Southern Tier	Route 30 Over Binne Kill Bridge Project	Replace Route 30 bridge over the Binne Kill in the village of Margaretville, which is a critical route for freight in rural Delaware County.	NYSDOT
Southern Tier	RTE 17 REST AREA @ EAST BRANCH (Westbound)	Rehabilitation of East Branch rest area on Route 17 and increase the number of truck parking spaces in the town of Hancock, Delaware County.	NYSDOT
Southern Tier	I88 UNADILLA REST AREA (Eastbound)	Rehabilitation of the Unadilla rest area on Interstate 88 and increasing truck parking spaces in the town of Sidney, Delaware County.	NYSDOT
Southern Tier	Route 26 Over Glenn Brook Bridge Project	Replace bridge on Route 26 over Glenn Brook in the town of Pitcher, which is a critical route for freight in rural Chenango County.	NYSDOT
Southern Tier	Route 10 over Third Brook Large Culvert Replacement Project	Replace culvert that carries Route 10 over Third Brook in the village of Walton, which is a critical route for freight in rural Delaware County.	NYSDOT

Economic Development Region	Project Title	Project Description	Sponsor/Owner
Western New York	Access Road to New Cross Dock Facility at Commerce Park, Buffalo	Construction of a .75 mile industrial access road and two signalized at-grade crossings with the existing railroad tracks at Commerce park in the city of Buffalo.	Submitted By Greater Buffalo-Niagara Regional Transportation Committee Owned by Not For profit
Western New York	NY 78 - Transit Road; Broadway to Walden Reconstruction Replace 3 Railroad overpasses	Reconstruct and widen a narrow 4-lane section and replace 3 railroad overpasses to enhance access for commercial vehicles in the Town of Lancaster and Village of Depew in Erie County.	NYSDOT City of Buffalo
Western New York	Michigan Street Lift Bridge over the Buffalo River	Paint and perform structural rehabilitation on the Michigan Street Lift Bridge over the Buffalo River in the City of Buffalo, Erie County. Primary access from I-190 and downtown Buffalo.	
Western New York	Creation Of New I-90/New York State Thruway Interchange At Youngs Road	Construct a new I-90 interchange to divert truck traffic off of lesser arterials and collectors in the Town of Cheektowaga and Village of Williamsville in Erie County.	Submitted By Greater Buffalo-Niagara Regional Transportation Committee Owned By NYSTA
Western New York	Tesla (Solar City) Access Route Reconstruction	Multi phase full depth highway reconstruction to enhance access between major highways and the Tesla plant in South Buffalo.	City of Buffalo
Western New York	I-90/I-290 Interchange Improvement	Re-alignment of Wherle Street Bridges at the I-90/I290 interchange in the Towns of Amherst & Cheektowaga, Erie County.	Submitted By Greater Buffalo-Niagara Regional Transportation Committee

Economic Development Region	Project Title	Project Description	Sponsor/Owner
			Owned By NYSTA
Western New York	I-90 Widening Between Exits 50 And 53	Add two lanes in each direction of Interstate 90 (NYS Thruway) as outlined in the Buffalo Corridor Study.	Submitted By Greater Buffalo-Niagara Regional Transportation Committee Owned By NYSTA
Western New York	Whirlpool Bridge Upgrade	Convert upper deck, portion of upper deck or adjacent span for Commercial vehicle use.	Submitted By Greater Buffalo-Niagara Regional Transportation Committee Owned by Niagara Falls Bridge Commission
Western New York	I-90/I-290 Interchange	Re-alignment of Main Street at the I-90/I290 interchange in the Towns of Amherst and Cheektowaga in Erie County.	NYSDOT

Appendix G. Highway Project Evaluation Framework

The New York State Freight Plan considered more than 200 candidate projects, submitted by Freight Stakeholders or identified in existing Agency, MPO, Regional Plans and programs. The approximately \$266 million of federal National Highway Freight Program (NHFP) funding to be programmed across five years in the Plan is targeted to support the Plan Goals by:

1. Leveraging the substantial programs of NYSDOT and its partner agencies to advance freight supportive projects that may not compete well for traditional funding.
2. Invest in the Future by evaluating opportunities for projects to address unique regional economic needs based on industries, supply chains and transportation access issues in each of New York's Economic Development Regions.
3. Ensuring that recommended projects are fully deliverable in the near term, by 2021, with the resources that are available in NHFP and other agency programming.

The Project Evaluation Framework developed to assess individual project potential to meet the Freight Plan Goals informed and guided, but did not prescribe, the programming recommendations in the Plan. The framework applied quantitative and qualitative criteria to assess each project's potential to contribute to each of the Freight Plan goals, and projects were reviewed against these criteria at the Regional Economic Development level. This framework informed a dialogue with asset owners regarding which projects could effectively be fully delivered in the time frame prescribed by the NHFP within the limited funds available.

The Project Evaluation Framework, detailed below, was an important input to the selection of recommended projects. With improved quantitative data and qualitative insights over time, the framework provides a strong foundation for future NYSDOT efforts to evaluate candidate projects on their freight benefits.

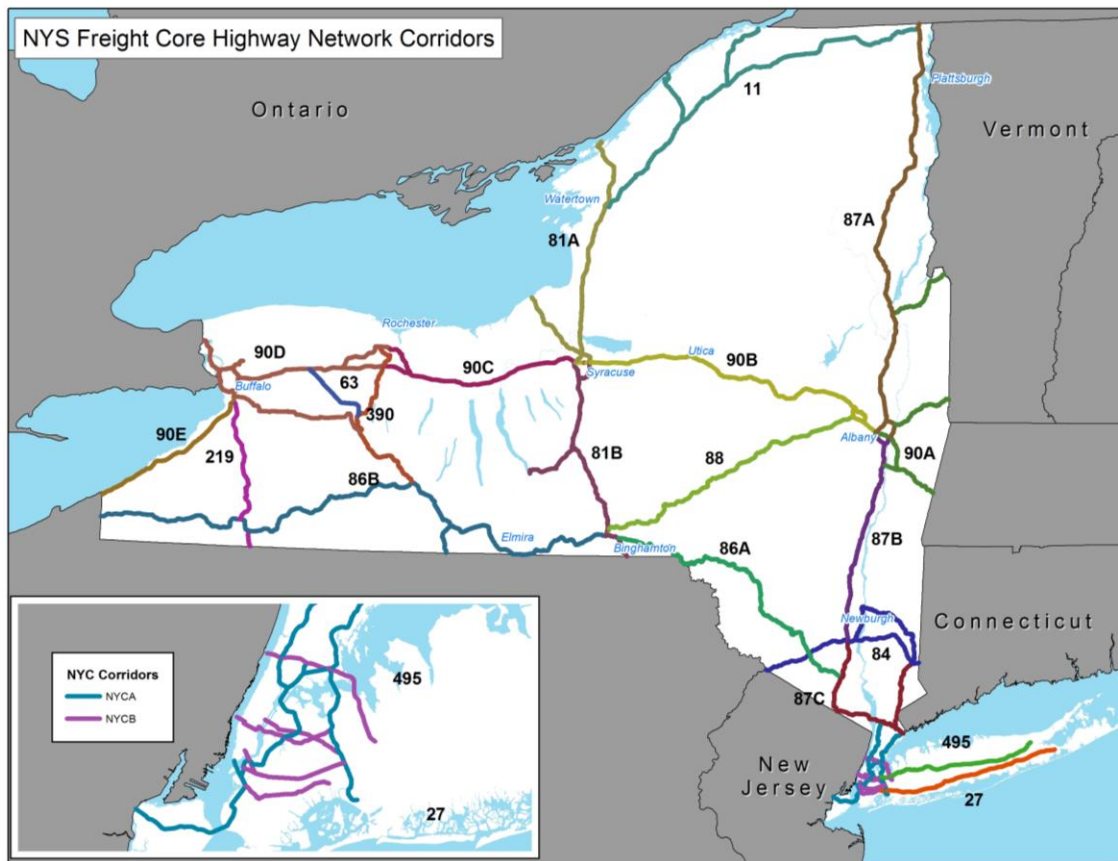
ASSESSING THRESHOLD OF STATEWIDE SIGNIFICANCE

Candidate projects for consideration in the New York State Freight Plan met at least one of the following threshold criteria:

1. **The location of a project exceeds a truck traffic threshold** – This ensures that projects impact enough truck traffic to be ranked for the statewide freight plan. Threshold levels are determined based on the Average Annual Daily Truck Traffic (AADTT)

2. **A project is within a designated freight corridor** - Any project within the State Core Freight Network or a candidate that would satisfy the definition for Critical Urban or Rural Freight Corridor designation. Designated freight corridors (Figure 1) include a one-mile buffer around the primary corridor facility to include roads that may serve freight generators and feed into that facility and were designated according to criteria set forth in Technical Memorandum 5.
3. **A project includes a critical first or last mile connection** – This ensures that these connectors are given visibility and considered to support a larger corridor, even if they are off the freight network.

Figure 1. New York Statewide Freight Corridors



DESCRIPTION OF GOAL EVALUATION

The project evaluation framework assessed highway projects that support efficient and effective freight transport. The evaluation for each project is based on the relationship of the project to the six statewide freight goals defined in Technical Memorandum 2 and summarized in Figure 2 below. Some of the evaluation measures are quantitative (based on where a project is located and its potential impact to freight) and others are qualitative (to reflect the actual scope of the project). Each goal has one or more measures that contribute to assessment of a project.

Figure 2. New York Statewide Freight Goals



What follows is an explanation of the approach to evaluating highway projects.

Evaluation of Freight Goals

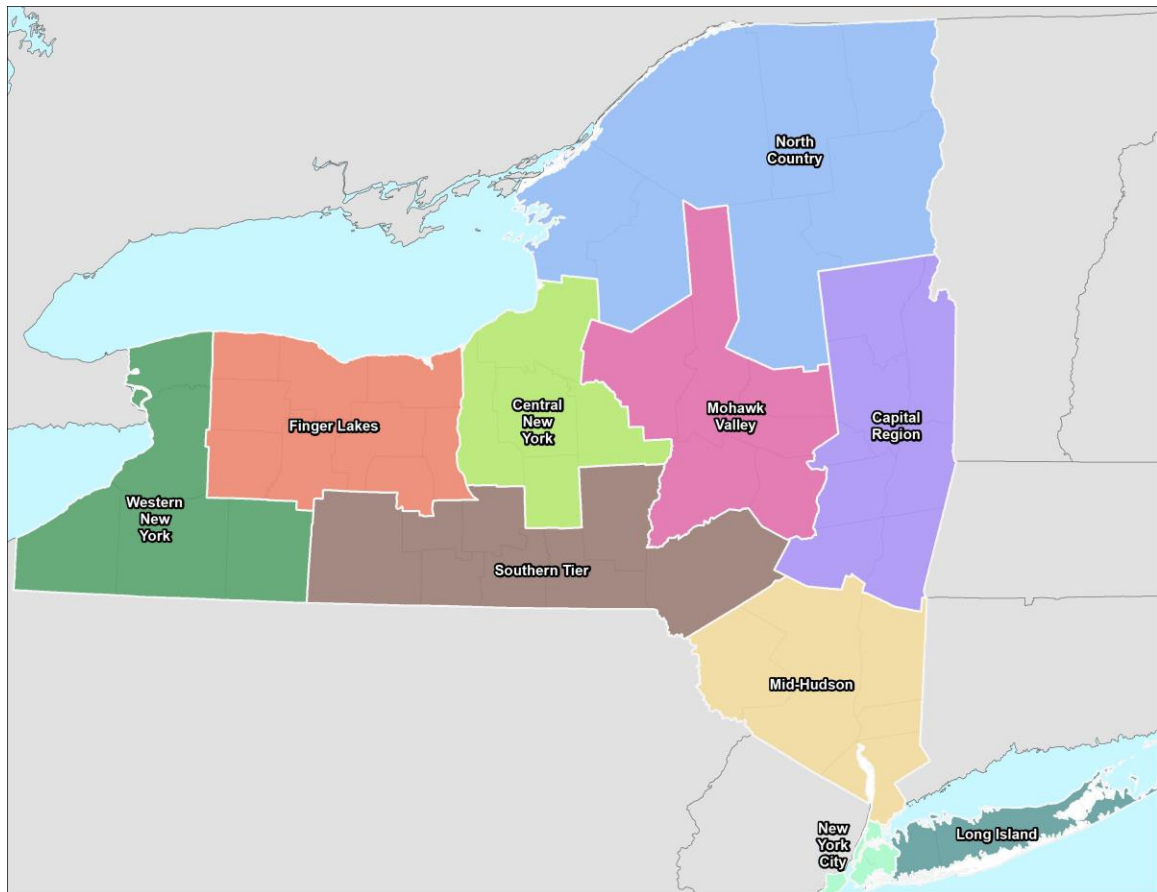
Each goal is evaluated based on one or more performance criteria designed to assess the efficacy of each project to a specific freight goal.

Invest for the Future Evaluation

Invest for the Future is an overarching goal that is assessed by evaluating projects within each of New York's ten Economic Development regions to ensure that freight investment choices include consideration of the unique needs and opportunities across the entire State.

The segmentation of project evaluation by Economic Development Region (shown in Figure 3) recognizes the unique regional economic needs based on differing industries, supply chains and transportation access characteristics of each region.

Figure 3. Economic Development Regions in New York State



Build Partnership Goal

To evaluate project contribution to the building partnership goal, a qualitative assessment is made as to whether a project includes direct participation from partners such as shared funding, or direct involvement in the delivery of the project. Indirect participation from partners includes those who are stakeholders in the project delivery process.

Ensure Safety and Security Goal

The safety and security goal is a qualitative assessment of whether a project directly or indirectly addresses safety or security concerns. Directly addressing safety or security could include, for example, truck parking projects, e-Screening, bridge clearance projects, or projects at a Priority Investigation Location (PIL)². PILs are further identified for commercial vehicle involvement. Indirectly addressing safety or security concerns could include upgrading interchange or intersection geometry, upgrading signs, or constructing truck lanes, for example. This assessment focuses the evaluation of

² NYSDOT uses a statistical analysis of statewide crash records to define Priority Investigation Locations (PIL). PILs are subject to safety studies by the NYSDOT Regions to determine the applicability of engineering countermeasures. Some PILs do not have an engineering/project solution.

infrastructure and operations projects on safety issues. Security issues are more likely addressed by regulatory or policy projects, although commercial vehicle inspection facilities and weigh-in-motion (WIM) stations are examples of infrastructure projects focused on security issues.

Provide Sound and Efficient Infrastructure Goal

There are three metrics that comprise the sound and efficient infrastructure goal:

- **Travel Time Reliability** – This quantitative metric is derived from the FHWA National Performance Management Research Data Set (NPMRDS) data, which is used to identify unreliable segments.
- **Highway Congestion** – This quantitative metric is obtained from the FHWA NPMRDS data which is used to identify congested segments.
- **Bottleneck or Restriction Clearance** – This qualitative metric recognizes projects that address a bottleneck or restricted location. Examples of such projects include, but are not limited to access to intermodal terminals (rail, ports, airports), electronic tolling, pricing, roundabouts, or removing other restrictions.

The travel time reliability metric is based on whether the project meets a threshold value of reliability, calculated from the reliability metrics for all projects in a specific Economic Development Region. Reliability is calculated using the NPMRDS. The truck travel time reliability measure is the 90th percentile speed divided by the 50th percentile speed. The speed data provided by American Transportation Research Institute is used if available. The threshold value is calculated based on the average value minus one-half the standard deviation. NPMRDS also provides a threshold value for unreliable segments of 1.5, but the district-level thresholds estimated for each Economic Development Region provide a means to understand reliability expectations based on the segments within each region, rather than only evaluating projects in areas of high unreliability (e.g., New York City).

The highway congestion metric is assessed the same way as the travel time reliability metric, by calculating a threshold value of congestion, calculated from the congestion metrics for all projects in a specific economic development region. Congestion is derived from the NPMRDS, which is hours of delay for all vehicles. Hours of delay is calculated as the actual travel time minus the expected travel time, where expected travel time is the distance divided by 15 miles per hour less than the posted speed.

The intermodal terminal metric is qualitative, based on whether the project improves a direct or indirect connection to an intermodal terminal.

The bottleneck or restriction clearance metric is assessed qualitatively, based on whether the project directly addresses bottlenecks, such as at the access to intermodal terminals, toll booths, intersections, or interchanges, or directly addresses restrictions, such as bridge clearances, truck weight restrictions, or other geometric deficiencies.

Economic Competitiveness Goal

There are three different elements to the economic competitiveness measure. First, is a measure of demand, second is a measure of jobs, and third is a measure of other types of economic benefits. There are four metrics that comprise the measure of demand for the economic competitiveness goal:

- **Truck Traffic** – This quantitative metric is obtained from the NYSDOT Highway Data Services Bureau, based on Annual Average Daily Truck Traffic (AADTT) data. The truck traffic metric is based on whether the project meets the threshold for projects within a specific an Economic Development Region, identifying projects where total truck traffic for 2012 is high. NYSDOT has identified AADTT for each project, noting that interchange projects should be identified with the ramp volumes rather than mainline volumes at the same location.
- **Freight Tonnage** – This quantitative metric is obtained from Transearch commodity flow data for 2012 for the relevant freight corridor. The freight tonnage metric is based on whether the project meets the threshold for projects within a specific Economic Development Region, identifying projects where freight tonnage in the region is high. If the project is not within one of the State Core Freight Network corridors, then no freight tonnage is assigned.
- **Freight Value** – This quantitative metric is also obtained from Transearch commodity flow data for 2012 for the relevant freight corridor. The freight value metric is calculated like the freight tonnage metric for each Economic Development Region, using data from the Transearch commodity flow data for 2012. While value and tonnage generally track closely, there are instances where more high value freight is being shipped and this metric reflects the economic benefit in these corridors. If the project is not within one of the State Core Freight Network corridors, then no freight tonnage is assigned.
- **Percent Trucks** – This quantitative metric is derived from the AADTT divided by the Average Annual Daily Traffic (AADT) provided by the NYSDOT Highway Data Services Bureau. The percent truck metric is based on whether the project meets the threshold for projects within a specific Economic Development Region, identifying projects where the percentage of truck traffic for 2012 is high. NYSDOT has identified AADTT and AADT for each project; the percent truck metric is calculated by dividing AADTT by AADT.

Additional consideration in the evaluation of economic competitiveness measure goal includes:

- **Jobs** – This quantitative metric measures the proximity of a project to freight-related employment. The jobs metric was based on data from Infogroup employment data for New York State, based on the North American Industry Classification System (NAICS) for freight-related sectors:
 - Agriculture, Forestry, Fishing and Hunting (NAICS codes 111-115)
 - Mining, Quarrying and Oil and Gas Extraction (NAICS codes 211-213)

- Manufacturing (NAICS codes 311-315, 321-327, 331-337, 339)
- Wholesale Trade (NAICS codes 423-425)
- Retail Trade (NAICS codes 441-448, 451-454)
- Transportation and Warehousing (NAICS codes 481-486, 488, 491-493)

NYSDOT performed a hot spot analysis for each Economic Development Region, using these employment data, to produce the jobs affected by each project. In cases where the project extends for any distance, the maximum jobs value over the length of the project was selected as the jobs value for that project.

- **Other Economic Benefits** – This qualitative metric provides a means to identify projects that provide a variety of economic benefits, primarily through improving first & last mile accessibility and efficiency. These may include, but are not limited to, removing barriers to access intermodal facilities, modal options, last mile access, 53-foot rule changes, raising clearances on a major thoroughfare, or parkway access for small trucks.

Environmental Goal

The environmental goal is a qualitative assessment of whether a project directly or indirectly supports the environmental goals identified. Directly addressing environmental goals could include promoting the use of fuel-efficient vehicles or shifting freight to a more fuel-efficient mode. Indirectly addressing environmental concerns could include upgrades to non-truck modes, improving the efficiency of the modal networks, or improving access to non-truck mode terminals (airports, ports, rail terminals, etc.).

Appendix H. Critical Rural Freight Corridors

New York State Critical Rural Freight Corridor Table

State	Route No	Start Point	End Point	Length	CRFC_ID*	Sponsor
NY	NY17	NY42 Interchange		0.8	G	NYSDOT
NY	NY30A	Townsend	Prindle	1	F, G	NYSDOT
NY	NY5S	NY30A	NY30	19	F, G	NYSDOT
NY	US11	Spring Grove Road	South Woods Road	0.2	G	NYSDOT
NY	US11	Vicinity of Cemetery Street		0.2	G	NYSDOT
NY	US11	Mill Street	O'Connell Road	0.2	G	NYSDOT
NY	NY8 (Sites 1,2 & 3)	Guilford-Norwich Town Line	NY 23	5	F	NYSDOT
						NYSDOT
NY	NY8 (Site 4)	Intersection with County Route 25		0.2	F	NYSDOT
						NYSDOT
NY	County Rte. 56	I86 Interchange		0.1	F, G	NYSDOT
NY	I86	East of Scudder Road Overpass		0.1	F, G	NYSDOT
						NYSDOT
NY	NY812	Ogdensburg Bridge		1.5	E, G	NYSDOT
Total				28.3		

***CRFC Descriptors³:**

A – Rural Principal Arterial with a minimum of 25% AADT of passenger vehicle equivalents from trucks

B – Access to energy exploration, development, installation or production areas

C – Connects PHFS or Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year or 500,000 tons per year of bulk commodities

D – Provides access to a grain elevator, an agricultural, mining, forestry or intermodal facility

E – Connects to an international port of entry

F – Provides access to significant air, rail, water or other freight facility

G – Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State

³ Defined by FHWA. https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Appendix H.1 Updated Critical Rural Freight Corridors

Updated New York State Critical Rural Freight Corridor Table

State	Site	Route	Start Point	End Point	Length	CRFC_ID*	Sponsor
NY	East Worcester	I88	32.41	32.98	0.57	C, G	NYSDOT
NY	Worcester	I88	27.25	27.96	0.71	C, G	NYSDOT
NY	Wells Bridge	I88	3.35	3.82	0.47	C, G	NYSDOT
NY	Unadilla	I88	0.59	1.08	0.49	C, G	NYSDOT
Total					2.24		

*CRFC Descriptors⁴:

A - Rural Principal Arterial with a minimum of 25% AADT of passenger vehicle equivalents from trucks

B - Access to energy exploration, development, installation or production areas

C - Connects PHFS or Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year or 500,000 tons per year of bulk commodities

D - Provides access to grain elevator, an agricultural, mining, forestry, or intermodal facility

E - Connects to an International Port of Entry

F - Provides access to significant air, rail, water or other freight facility

G - Determined by the State to be vital to improving the efficient movement of freight on importance to the economy of the State

⁴ Defined by FHWA. https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Appendix I. Critical Urban Freight Corridors

New York State Critical Urban Freight Corridor Table

State	Route No	Start Point	End Point	Length	CUFC_ID*	Sponsor
NY	NY67	George Thompson Rd	NS Intermodal Facility Entrance	1.0	H, K	CDTC
NY	5	Ohio St	Outer Harbor Dr / Route 5 Exit/Entrance	0.85	J, K	GBNRTC
		Outer Harbor Dr / Route 5 Exit/Entrance	I-190	1.28	J, K	GBNRTC
NY	5	Ohio St Bridge/Louisiana	I-190 East Bound	0.97	J, K	GBNRTC
		Louisiana St	Hamburg St	0.32	J, K	GBNRTC
		South Park Ave	I-190 West Bound	0.19	J, K	GBNRTC
NY	78	I-90 Bridge	I-90 Interchange	0.2	J, K	GBNRTC
		I-90 Interchange	NY-33	0.62	J, K	GBNRTC
NY	33	Intersection with NY78		0.2	J, K	GBNRTC
NY	I490	Erie Canal Bridge		0.2	I, K	GTC
NY	Mount Read Boulevard	Ridge Rd	Buffalo Rd	3.6	J, K	GTC
NY	NY635	Burnet Ave	Erie Boulevard	0.5	K	NYSDOT
NY	NY 5/8/12 Interchange	Genesee Street	French Road	6	I, K	NYSDOT
NY CUFC Total				16.62		

*CUFC Descriptors⁵:

H - Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate system, or an intermodal freight facility

I – Located within a corridor of a route on the PHFS and provides an alternative highway option important for goods movement.

J – Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.

⁵ Defined by FHWA. https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Appendix I.1 Updated Critical Urban Freight Corridors

Updated New York State Critical Urban Freight Corridor Table

State	Route	Start Point	End Point	Length	CUFC_ID*	Sponsor
NY	North Genesee Street (921C)	Weaver Street	5S	1	K	NYSDOT
NY	I481	I81	I81	15.2	H, I, J, K	NYSDOT
NY	298	Collamer Road	Court Street Drive	.2	K	NYSDOT
NY	Milestrip Road (Route 179)	I90 Exit Ramp	Electric Avenue	0.5	K	GBNRTC
NY	Young Street	Route 425 State Street	Broad Street	1.6	K	GBNRTC
NY	Route 347	Hallock Road	Gibbs Pond Road	2.1	K	NYMTC
NY	Route 22	I84/I684 Interchange	Route 55	16.8	K	NYMTC
			Total	37.4		

*CUFC Descriptors⁶:

H - Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate system, or an intermodal freight facility

I – Located within a corridor of a route on the PHFS and provides an alternative highway option important for goods movement.

J – Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land

K- Corridor that is important to the movement of freight within the region, as determined by the MPO or the State.

⁶ Defined by FHWA. https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Appendix J. Short Term Rail Freight Projects

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Capital Region	Reconfigure and Expand tracks	Reconfigure and expand tracks at the Hoosick Junction Interchange to increase throughput on mainline tracks	\$3.3	Pan Am Southern, LLC
Capital Region	Clean Diesel Locomotive	Replace current locomotive that performs yard switching with a Tier 4 compliant Clean Diesel Locomotive	\$2.2	Albany Port Railroad Corp.
Capital Region	Rail Track Improvements	Rail track improvements at the Glenville Business and Technology Park	\$0.5	Schenectady County Industrial Development Agency
Capital Region	Rail Track Improvements	Rehabilitation of the maritime shed and rail to increase the Port's cargo handling area	\$11.2	Albany Port District Commission

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Capital Region	Rail Track Improvements	Rehabilitation of 15 miles of track along the Voorheesville corridor, grade crossing resurfacing and the installation of welded rail	\$10.8	Norfolk Southern Railway
Capital Region	Bridge Repair, Track Rehabilitation	Replacement of a timber bridge deck and installation of new welded rail on the main track over the Hudson River	\$0.9	Pan Am Southern, LLC
Capital Region	Rail Track Improvements	Rehabilitation of a section of the Rotterdam Branch, including the replacement of ties and ballast, and bridge and concrete repairs	\$5.7	Pan Am Southern, LLC
Central New York	Central New York Intermodal Terminal (Syracuse)	Purchase lift equipment and make yard improvements at CSX Dewitt Yard, creating inland rail service to/from Port of NY & NJ	\$19.0	CSX transportation

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Central New York	Rail Yard Improvements	Rail Yard improvements to enhance efficiency	\$3.6	Finger Lakes Railway
Central New York	Rail Track Improvements	Install 2.6 miles of continuous welded rail	\$1.6	New York, Susquehanna & Western Railway Corp.
Central New York	Bridge Repair	Rehabilitation of the rail bridge over Onondaga Street and Dickerson Street to enhance safety and service reliability	\$3.9	City of Syracuse
Central New York	Rail Track Improvements	Replacement of nearly five miles of jointed rail on the Syracuse mainline with continuous welded rail	\$3.2	New York, Susquehanna & Western Railway Corp.

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Central New York	Rail Track Construction	Construction of approximately 4,100 feet of new track serving Yard Track in Cortland County	\$2.6	New York, Susquehanna & Western Railway Corp.
Central New York	Bridge Rehabilitation	Rehabilitate of the bridge over Route 174	\$1.8	Finger Lakes Railway Corporation
Finger Lakes	Bridge Repair, Track Rehabilitation	Bridge Repairs and Track Rehabilitation between Lockport and Brockport	\$1.0	Falls Road Railroad Co., Inc
Finger Lakes	Track Rehabilitation, Grade Crossings Upgrade	15 Miles of Track Rehabilitation and Improve three grade crossings	\$3.2	Ontario Midland Railroad Corp.

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Finger Lakes	Bridge and Grade Crossing Rehabilitation	Rehabilitation of nine public grade crossings and Brooks Avenue bridge	\$1.3	Rochester & Southern Railroad, Inc.
Finger Lakes	Rail Track Improvements	Replacement of rail, ties, and ballast, along a two-mile section of the line	\$1.5	Arcade & Attica Railroad Corp.
Finger Lakes	Rail Track Construction	Construction of a new bulk transload track and rail site access improvements	\$0.5	Depew Lancaster & Western Railroad Company
Finger Lakes	Bridge Rehabilitation, Rail Track Improvements	Replacement of the rail bridge deck over the Erie Canal and ties along the mainline	\$1.2	Falls Road Railroad Company

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Finger Lakes	Rail Track Construction	Installation of approximately 10 miles of continuously welded rail	\$5.3	Livonia, Avon and Lakeville Railroad Corporation
Finger Lakes	Clean Diesel Locomotive	Replacement of an older switch locomotive with new equipment that will significantly reduce nitrogen oxide and carbon dioxide emissions	\$2.2	Ontario Midland Railroad Corporation
Finger Lakes	Bridge Repair, Rail Track Improvements	Repair 21 bridges on the mainline, the replacement of three miles of track miles of track, and rehabilitate Brooks Avenue Yard	\$6.2	Rochester & Southern Railroad
Finger Lakes	Rail Track Construction	Construction of a new rail sidetrack from the CSX controlled siding to enhance movements by rail	\$2.9	Town of Batavia

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Mid-Hudson	Track and Siding Enhancement	Track Rehabilitation and enhance existing siding	\$1.8	Middletown & New Jersey Railroad, LLC
Mid-Hudson	Track and Yard Enhancement	Expansion of the Campbell Hall Yard and track rehabilitation	\$2.0	Middletown & New Jersey Railroad, LLC
Mohawk Valley	Bridge Rehabilitation	Rehabilitation of a Combined Railroad - Highway bridge	\$1.2	City of Rome
Mohawk Valley	Rail Track Improvements	Replacing ties, switch tie sets and ballasts in the Griffiss Yard and along sidings	\$1.3	Griffiss Local Development Corporation
Mohawk Valley	Rail Track Improvements	Rehabilitation of its Utica Yard and Lyons Falls mainline tracks, including new ties, switch timbers, stone and surfacing	\$1.4	Mohawk, Adirondack & Northern Railroad Corp

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
New York City	65th Street Railyard Improvement: Transload	Enhance transload facility for more efficient transfer of goods	\$6.5	New York New Jersey Rail, LLC
New York City	65th Street Railyard Improvement: 2nd lead track	Construct additional tracks within the 65th Street Yard	\$1.8	New York New Jersey Rail, LLC
New York City	Industrial Track Rail replacement	Replace worn rail on the Travis Industrial Track (Staten Island)	\$1.9	Consolidated Rail Corporation
New York City	CSX Fremont Secondary (Queens)	Upgrade Fremont Industrial Rail Track	\$4.2	CSX
New York City	NYC Transload Facilities	Facilities in Brooklyn, Queens and Staten Island for the transload of goods from rail to truck for local delivery	\$15.0	Various RR owners (NYCEDC funded)

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
New York City	Bridge Rehabilitation	Rehabilitate the Union Turnpike Bridge	\$3.1	Long Island Rail Road
New York City	Bridge Rehabilitation	Rehabilitation of the Arthur Kill Lift Bridge	\$4.1	NYC Department of Small Business Services
New York City	Rail Track Construction	Construction of approximately 1,000 feet of new track on a new alignment within the exiting right-of-way	\$1.8	New York & Atlantic Railway Company
New York City	Bridge Rehabilitation	Rehabilitation of the Remsen Avenue Bridge to accommodate industry standard 286K-load railcars	\$5.2	Long Island Rail Road
North Country	Rail Track Improvements	Construction of an additional rail spur to enhance rail access to the facility	\$1.7	Clinton County Industrial Development Authority

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
North Country	Rail Track Improvements	Rehabilitation and upgrade of a five-mile section of the track to Class 1 standards	\$2.0	New York & Ogdensburg Railway Company
North Country	Rail Track Improvements	Reconstruction of the East Wharf and West Wharf tracks and repairs to Terminal Warehouse No. 2	\$1.2	Ogdensburg Bridge and Port Authority
North Country	Rail Track Improvements	Rehabilitation of existing track, including replacing ties, signals and switches	\$1.0	St. Lawrence County Industrial Development Agency
North Country	Rail Track Improvements	Rehabilitation of the lead track and bridge over the Oswegatchie River	\$2.3	St. Lawrence County Industrial Development Agency
Southern Tier	Track Rehabilitation	Replace High Side Rail with Continuous Welded Rail and Track Rehabilitation	\$0.8	Central New York Railroad Corp
Southern Tier	Bridge Rehabilitation	Bridge Rehabilitations on the B&H main line	\$1.0	B&H Railroad Corporation

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Southern Tier	Rail Track Construction	Construction of a new one-mile siding off the B&H mainline to facilitate interchange with Norfolk Southern	\$1.1	B&H Railroad Corporation
Southern Tier	Rail Track Improvements	Installation of more than 72,000 linear feet of continuous welded rail and the replacement or renewal of more than 10,000 ties and ballast	\$4.5	Central New York Railroad Corp
Southern Tier	Bridge Rehabilitation, Rail Track Improvements	Bridge repairs and replacement of ties and ballast	\$2.0	Ithaca Central Railroad
Western	Track Rehabilitation and Grade Crossing Upgrades	Track Rehabilitation and Grade Crossing Improvements from Steamburg to Poland Center	\$1.8	Chautauqua, Cattaraugus, Allegany and Steuben South Tier Extension Railroad Authority

Regional Economic Development Council Region	Project Title	Project Description	Total Project Cost (millions)	RR Owner
Western	Safety Enhancements, Rail Track Improvements	Deployment of technology to detect axle and signal issues, upgrades to at-grade public crossings and the installation of new ties and ballast	\$3.9	Buffalo & Pittsburgh Railroad
Western	Bridge Rehabilitation, Rail Track Improvements	Restoration of five bridges and the rehabilitation of seven miles of track	\$2.1	Buffalo Southern Railroad
Western	Bridge Removal, Rail Track Improvements	Track rehabilitation and removal of an obsolete bridge	\$2.0	Depew Lancaster & Western Railroad Company
Western	Rail Track Construction	Construction of additional track capacity and the elimination of existing clearance restrictions	\$3.8	South Buffalo Railway Company

Appendix K. Illustrative Projects: Medium and Long-Term Rail Freight Projects

Illustrative. This category includes desired medium and long-term projects.

Economic Development Region	Project Title	Project Description	RR Owner
Capital Region	Castleton Bridge over Hudson River (CSX)	Construct/Reconstruct the Castleton Bridge over Hudson River (CSX)	CSX
Capital Region	Sand Bank Track/Schenectady Main line relocation	Sand Bank Track/Schenectady Main line relocation	Canadian Pacific Railway
Capital Region	Track rehabilitation for heavy lift traffic	Track rehabilitation for heavy lift traffic at the Port of Albany for transfer from boat to rail	Albany Port Railroad
Capital Region	Track rehabilitation	Track rehabilitation to accommodate heavier cars	Batten Kill Railroad Co.
Capital Region	Track & Bridge conditions	Improve Track & Bridge conditions to accommodate traffic	Clarendon & Pittsford Railroad
Capital Region	Voorheesville Runaround Track construction	Voorheesville Runaround Track to increase switching efficiency	SMS Rail Lines

Economic Development Region	Project Title	Project Description	RR Owner
Capital Region, Mid-Hudson, New York City	Capacity Improvements on River Sub	CSX has a long-term goal to fully double-track the River Line from Selkirk, NY to North Bergen, NJ. CSX continues to develop projects that will incrementally add additional track capacity to this core mainline route.	CSX transportation
Central New York	Rehabilitation of Fulton Subdivision	Rehabilitation of Fulton Subdivision Rail Line which runs from Liverpool to Oswego	CSX transportation
Central New York	Bridge & culvert repairs	Syracuse Main Line bridge & culvert repairs	New York Susquehanna & Western Railway
Central New York	Central NY bridge & culvert repairs	Central NY bridge & culvert repairs	New York Susquehanna & Western Railway
Finger Lakes	Expansion project in Auburn, NY	Rail expansion to accommodate NUCOR - steel fabrication industry	Finger Lakes Railway
Finger Lakes	Track realignment	Track realignment in Seneca Falls	Finger Lakes Railway
Finger Lakes	Track & Bridge conditions	Track & Bridge conditions	Livonia Avon & Lakeville Railroad
Finger Lakes	Track & switch replacement	Track & switch replacement	Ontario Midland Railroad

Economic Development Region	Project Title	Project Description	RR Owner
Finger Lakes	Track & switch replacement	Track & switch replacement	Ontario Midland Railroad
Finger Lakes	Engine house expansion	Engine house expansion	Ontario Midland Railroad
Finger Lakes	Grade Crossing Surface rehabilitation	Grade Crossing Surface rehabilitation	Rochester & Southern Railroad
Finger Lakes	Rochester & Southern Railroad (RSR) Line Capacity and Operational Improvements	Rochester & Southern Railroad (RSR) Line Capacity and Operational Improvements	Rochester & Southern RR
Finger Lakes	Lyons Industrial Park Freight Village	Lyons Industrial Park Freight Village	To be Determined
Finger Lakes, Southern Tier, Western	Track & Bridge conditions	Upgrade Track and Bridges to accommodate more traffic and heavier rail cars	B&H Rail Corp
Finger Lakes, Western	Track & Bridge conditions	Improve Track & Bridge conditions to accommodate traffic	Depew Lancaster & Western Railroad
Long Island	Construct Intermodal Facility	Construct Pilgrim Intermodal Facility in Long Island	New York & Atlantic Railway Access
Long Island	Phase III expansion to south of LIRR Main Line	Phase III expansion to south of LIRR Main Line	Brookhaven Rail, LLC

Economic Development Region	Project Title	Project Description	RR Owner
Mid-Hudson	Track & Bridge conditions	Improve Track & Bridge conditions to accommodate traffic	Middletown & New Jersey Railroad
Mid-Hudson/Southern Tier	Track rehabilitation	Track rehabilitation on 30.4 mi of CNY in Orange & Sullivan Co.	New York Susquehanna & Western Railway
Mohawk Valley	Track & Bridge Conditions	Improve Track & Bridge conditions to accommodate traffic	Lowville & Beaver River Railroad
Mohawk Valley, North Country	Track rehabilitation Oneida & Lewis Counties	Track rehabilitation Oneida & Lewis Counties	Mohawk Adirondack & Northern Railroad
New York City	Queens Track Realignment	Realignment of track in Fresh Pond Yard NY&A Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Application	New York & Atlantic Railway
New York City	Hunts Point Market Rail Access	Increase Rail Access at Hunts Point Market. Improvements to avoid conflicts between rail and truck access	CSX via Oak Point Yard

Economic Development Region	Project Title	Project Description	RR Owner
New York City	Cross Harbor Freight Tunnel	Port Authority of New York & New Jersey's Cross Harbor Freight Program (CHFP). The CHFP's Tier 1 Environmental Impact Statement (EIS) identified two preferred options – the construction of a cross harbor freight tunnel and the expansion of the Port Authority's existing railcar float. These options will be explored more closely in the Tier II EIS.	Port Authority of New York & New Jersey
New York City	NYC Rail Clearances (Plate J)	Increase NYC Rail Clearances to Plate J. Plate J accommodates rail cars 19'0" high and 10'8" wide	Various
New York City	Bridge rehabilitation for 286k, Various locations	Bridge rehabilitation for 286k, Various locations	Long Island Rail Road
New York City	Maspeth Yard Safety & Efficiency Upgrades	Maspeth Yard Safety & Efficiency Upgrades	New York & Atlantic Railway
New York City	Track rehabilitation	Improve Track conditions to accommodate traffic	New York New Jersey Rail
New York City	65th Street Railyard Improvement: Brooklyn Army Terminal intermodal access ramp	65th Street Railyard Improvement: Brooklyn Army Terminal intermodal access ramp	New York New Jersey Rail, LLC

Economic Development Region	Project Title	Project Description	RR Owner
New York City	LIC Rail Terminal/Wheelspur Yard Improvements (Queens)	LIC Rail Terminal/Wheelspur Yard Improvements (Queens)	LIRR / New York & Atlantic
New York City	Marine Terminal Railyard Expansion	Howland Hook Marine Terminal railyard expansion (Staten Island)	Port Authority of New York & New Jersey
North Country	Bridge Rehabilitation	Bridge Rehabilitation Natural Dam Spur over Oswegatchie River	CSX transportation
North Country	Grade Crossing Surfaces, Carthage, NY	Grade Crossing Surfaces, Carthage, NY	Mohawk Adirondack & Northern Railroad
North Country	Track conditions	Improve Track conditions to accommodate traffic	Massena Terminal Railroad
North Country	Track rehabilitation	Track rehabilitation	New York & Ogdensburg Railway
Southern Tier	Install continuous welded rail	Install continuous welded rail on Cincinattus IT and expand Suit-Kote facility	New York Susquehanna & Western Railway
Southern Tier	Improve Track & Bridge conditions	Rehabilitate Track & Bridge	Owego & Harford Railway

Economic Development Region	Project Title	Project Description	RR Owner
Statewide	Rail Sidings	Increase Rail Sidings for more efficient throughput on Main Rail Lines and Industrial access	Various
Statewide	286k Access on Short-line Railroads	Accommodate 286k on Short-lines (track, bridge and tie rehabilitation/reconstruction)	Various
Statewide	Equipment Upgrade	Equipment and Rolling Stock for fleet upkeep, service expansion, or environmental improvement such as replacing older locomotives with Clean diesel locomotives	Various
Statewide	PTC Investments	Positive Train Control investments on Short-line Railroads (Class 1 interchange access)	Various
Statewide	Intermodal Facilities	Improve Economic opportunities through Enhancement/Development of Intermodal Facilities	Various

Economic Development Region	Project Title	Project Description	RR Owner
Statewide	Grade Crossing Upgrades	Enhance Grade Crossings	Various
Western	South Buffalo Yard reconfiguration	South Buffalo Yard Reconfiguration	Buffalo & Pittsburgh Railroad
Western	Track rehabilitation	Track rehabilitation of 22 miles of track	Buffalo Southern Railroad
Western	Reconfiguration of Lockport Yard	Reconfiguration of Lockport Yard	Falls Road Railroad
Western	Track rehabilitation	Track rehabilitation of 5.46 mi Cherry Creek to Conewango Valley	New York & Lake Erie Railroad

Economic Development Region	Project Title	Project Description	RR Owner
Western	Track conditions	Track conditions	South Buffalo Railway
Western	Short Line Railroad Improvements and Modernization	Short Line Railroad Improvements and Modernization	Falls Road Railroad (FRR), Depew, Lancaster & Western Railroad (DLWR), Somerset Railroad, South Buffalo Railroad (SB), Buffalo Southern Railroad (BSOR)
Western	CP Draw Bridge Replacement/Expansion	CP Draw Bridge Replacement/Expansion	CSX, NS
Western	Replacement of International Railroad Bridge	Replacement of International Railroad Bridge	CN
Western	Tie & Surface Program over 15.6 mi	Tie & Surface Program over 15.6 mi	Somerset Railroad
Western/Finger Lakes	Track rehabilitation	Track rehabilitation on 7 miles of track	Arcade & Attica Railroad

