

FY 2020 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date 9/20/2018

AGENDA ITEM 1 : General Agency Funding Discussion

The purpose of holding the Borough Budget Consultations is to provide Community Boards with important information to assist in drafting their statement of District Needs and Budget Priorities for the upcoming fiscal year. As you know, Community Board Members are volunteers who may not be familiar with the budget process and how agencies' programs are funded. At the same time, Community Board members are very knowledgeable about local service needs.

This year's Manhattan agendas have three sections:

I. Agencies begin the consultation with a presentation of their goals, funding decision process, and highlights of their funding needs.

II. Then, the agenda continues with Community Boards asking about specific program funding.

III. Lastly, the agendas include Boards' requests on district-specific budget questions. We request that the agency respond in writing, but have any further discussions on these items with the Community Boards outside of the consultation.

For the first section, please present on the four topics below for 10-15 minutes at the beginning of our Consultation. Also, please provide written responses or even a PowerPoint presentation that we can use to fully and accurately educate our Board Members.

1. What are your priorities and operational goals for FY19 and projected priorities and operational goals for FY20?
2. What are the current proposed FY19 and FY20 service and operational goals and proposed funding?
3. Which programs is the agency adding, dropping, or changing for FY19 and projected for FY20?
4. What are your benchmarks for new and existing programs and what are your benchmarks/key performance indicators for measuring success?

AGENCY RESPONSE:

DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents. Our agency's work is guided by the Strategic Plan 2016: Safe - Green - Smart - Equitable. We are customer-driven in all our activities. We seek opportunities to create partnerships in the provision of transportation services through appropriate relationships and alliances. To accomplish our mission, the Department works to achieve the following goals:

- Provide safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network;
- Improve traffic mobility and reduce congestion throughout the City;
- Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways;
- Encourage the use of mass transit and sustainable modes of transportation; and
- Conduct traffic safety educational programs.

Over 5,000 employees of the New York City Department of Transportation oversee one of the most complex urban transportation networks in the world. DOT's staff manage an annual operating budget of \$900 million and a five-year \$10.1 billion capital program, along with 6,000 miles of streets and highways, 12,000 miles of sidewalk, and 794 bridges and tunnels, including the iconic East River bridges. DOT's staff also installs and maintains over one million street signs, 12,700 signalized intersections, over 315,000 street lights, and over 200 million linear feet of marking.

MEETING NOTES:

COMMENTS:

Ed Pincar of DOT: Also have street ambassadors, school safety unit, etc.

FOLLOW-UP:

AGENDA ITEM 2 : Safety Improvement Project

Last year, you told us that DOT implements Safety Improvement Projects (SIPs) with in-house resources and that 56 SIPs had been presented to community boards citywide.

How many SIPs were presented to community boards in Manhattan (and citywide) in FY 2018 and can you project how many might be implemented in FY 2019 and FY20?

How do you determine whether a location is suited for a SIP?

How much capital and expense funding would be necessary for DOT be able to build out all of the potential SIPs sites that have been identified for Manhattan by the end of this administration (FY22)?

AGENCY RESPONSE:

a) DOT typically implements between 90 and 115 SIPs citywide each year. In FY 2018, DOT presented 39 SIPs to Community Boards in Manhattan. While we cannot say how many will be proposed or implemented in FY 2019-20, we are also evaluating corridors and intersections for potential enhancements.

b) We consider a variety of criteria including the crash history of the location, requests from elected officials and the community, and observations. We consider if the location is in a Vision Zero Priority Geography, near a school or senior area, or part of another study we've undertaken. We'll analyze the existing condition to determine how we can improve safety at the location whether by changing the geometry through sidewalk extensions, pedestrian islands, narrowing or removing travel lanes, adding signal phases or adjusting the signal timing, changing the direction of the street, adding bicycle lanes, adding crosswalks, prohibiting turns, relocating bus stops or creating pedestrian plazas.

c) Capital funding isn't used for SIP work, through the expense funding this Administration has allotted to DOT, the Agency expects to be able to implement the SIPs that have been identified in Manhattan through the end of the administration.

MEETING NOTES:

COMMENTS:

Ed Pincar of DOT: Manhattan receives from 35 to 50 SIPs. Not calling the L train project a SIP, but a mitigation measure, although it's still a huge undertaking and might account for 20% of DOT's work in the spring, won't be reflected in SIP numbers.

FOLLOW-UP:

Ed Pincar of DOT: Will follow up and break down data by borough.

AGENDA ITEM 4 : Dedicated Bus Lane

How much funding has been allocated for Dedicated Bus Lanes in FY19 and projected for FY20?

Does that represent an increase, decrease, or maintenance of existing funding?

AGENCY RESPONSE:

Funding will continue to be used for the refurbishment of currently installed bus lanes. To alleviate the anticipated traffic caused by the L train closure next year, new bus lane facilities will be installed on 14th Street in FY20.

MEETING NOTES:

COMMENTS:

Ed Pincar of DOT: DOT's contractor responsible for doing work, and hard to drill down precise costs.

FOLLOW-UP:

AGENDA ITEM 5 : Bus Lane Cameras

How much funding has been allocated for Bus Lane camera installation and maintenance in FY 19? Can you project how this might change in FY 20?

Do the bus lane cameras serve as an effective deterrent against standing or parking in active dedicated bus lanes?

AGENCY RESPONSE:

In Manhattan, we will be installing additional bus lane cameras on 14th Street to regulate the busway restrictions required as part of the L Train tunnel reconstruction mitigation measures. Bus lane cameras are indeed effective tools to protect bus lanes from vehicles that should not enter them.

MEETING NOTES:

COMMENTS:

DOT: Has seen improvements with data, number of summonses being issued. See high rates of compliance.

FOLLOW-UP:

AGENDA ITEM 6 : Bus Lane

How much funding has been allocated for the installation of Dedicated Bus Lanes throughout Manhattan in FY19 and how much funding is projected for FY20?

AGENCY RESPONSE:

One dedicated bus lane will be installed in Manhattan in FY 2020 is the 14th Street lane, which will serve to mitigate the traffic resulting from the L train closure. In FY 2018 we installed an additional bus lane adjacent to the existing facility on 5th Avenue between 34th and 61st Streets.

MEETING NOTES:

COMMENTS:

N/A

FOLLOW-UP:

AGENDA ITEM 7 : Transit Signal Priority

Can you update us on funding for Transit Signal Priority in Manhattan in FY19 and projected funding in FY 20?

AGENCY RESPONSE:

At this time, there is no additional transit signal priority installations planned for Manhattan.

MEETING NOTES:**COMMENTS:**

1st Ave, 2nd Ave, and 79th St have transit signal priority installations.

Ed Pincar of DOT: Currently have no SBS planned for Manhattan.

FOLLOW-UP:**AGENDA ITEM 8 : School Safety Speed Enforcement Cameras**

Can you update us regarding School Safety Speed enforcement camera deployment in Manhattan for FY19?

What would be the loss in revenue to the City Budget that is generated by these cameras if they are not reauthorized?

AGENCY RESPONSE:

Thanks to the partnership between Mayor de Blasio, Speaker Johnson, Chairman Rodriguez, the City Council, and Governor, school zone speed cameras have resumed operating in New York City. We continue to analyze what changes we expect, including a potential expansion, from the recent legislation.

MEETING NOTES:**COMMENTS:**

Ed Pincar of DOT: Don't expect drop in revenue cuz school zone speed cameras are being used.

Mark Diller of CB7: Will there be expansion of school zone speed cameras? Ed Pincar of DOT: State government can allow for it, but also need to see what can be done with the City Council.

FOLLOW-UP:**AGENDA ITEM 10 : LED Lighting**

What is the status of LED cobra head installation in Manhattan? What is the budgeted amount for installation in FY19 and the projected cost of the installations in FY20?

AGENCY RESPONSE:

The upgrade of all cobra heads to LEDs in Manhattan will be complete by May 2019.

MEETING NOTES:**COMMENTS:**

Edward Pincar (DOT): Should be done by early spring (upgrading lights under bridges, floodlights on highways, etc). On track for completion.

Ed (DOT): Contractor goes to service and convert lights based on contractor's determination. LED replacement work is just for bulbs. Work with BIDs regarding distinctive lighting.

FOLLOW-UP:

Edward Pincar (DOT): Will get you all budget amount.

AGENDA ITEM 11 : Street Lighting

In FY19, what funding is in place to improve/increase street lighting under Vision Zero efforts?

What is projected for FY20?

Will this funding be sufficient to achieve the needs of Vision Zero?

AGENCY RESPONSE:

To be discussed at consultations.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Big Vision Zero switch would be conversion to LEDs. Thinking of upgrading street lighting and communication system so that DOT contractors can be readily dispatched when a light is out of service.

FOLLOW-UP:

AGENDA ITEM 12 : Milling and Paving

What is the budget for milling and paving in Manhattan in FY19 and how many lane miles will be covered?

What is projected for FY20?

AGENCY RESPONSE:

DOT expects to mill and pave a total of 154.22 miles in FY19. The number for FY20 has yet to be finalized.

MEETING NOTES:

COMMENTS:

154.22 miles in FY19 for Manhattan.

FOLLOW-UP:

AGENDA ITEM 13 : Street Construction Miles

In FY19, how many miles of street reconstruction will be funded and which streets in Manhattan will be included?

What is projected for FY20?

AGENCY RESPONSE:

Please see the attached list of capital street reconstruction projects in our ten year capital plan, sorted by Community Board.

MEETING NOTES:

COMMENTS:

FOLLOW-UP:

Ed Pincar (DOT): Can send list of capital street reconstruction projects via email.

AGENDA ITEM 14 : Countdown Pedestrian Signals

Can you update us regarding the installation of Countdown Pedestrian Signals (CPS) in Manhattan in FY19?

AGENCY RESPONSE:

We are pleased to report that the initial three contracts to install countdown pedestrian signals throughout the five boroughs are complete. If any Community Board would like us to evaluate additional locations, please contact Borough Commissioner Pincar.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Incorporating countdown pedestrian signals into new projects. It's the standard to put in countdown clocks.

Ed Pincar (DOT): There is no cost difference between countdown and flashing signals.

FOLLOW-UP:

DOT: Can get CBs number of countdown clocks broken down by Community Board district.

AGENDA ITEM 15 : Real Time Bus Signs

How much funding has been allocated in FY19 to install Real Time Passenger Information Signs? Is it still only Reso 8 funding that covers these installations? How many have been installed in Manhattan and how many more will be installed in FY 19?

AGENCY RESPONSE:

DOT has allocated a total of \$3,096,000 for Real Time Passenger Information Signs, including \$310,000 provided by Manhattan elected officials. In addition to Reso A funding, DOT has also received SAM funding, provided by State Senators, in the past. At this time, 89 have been installed in Manhattan alone and an additional 20 are scheduled to be installed in FY19.

MEETING NOTES:

COMMENTS:

As potential SBS routes are being planned, countdown clocks are being implemented.

FOLLOW-UP:

AGENDA ITEM 16 : Citibike Program

Can you update us on the Citibike program in Manhattan? Is it still the case that no public funding is being used for Citibike and other bikeshare systems?

AGENCY RESPONSE:

Next month DOT plans to present plans for Citi Bike infill between Canal and 59th Streets to Community Boards 2-6. There is no public funding currently being used for bike share in New York City.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Trying to increase number of Citibike docks in Manhattan in anticipation of the L Train closure.

Ed Pincar (DOT): No current plans to pursue dockless bike system in Manhattan. Dockless system tends to work well in other boroughs.

Ed Pincar (DOT): Electric scooters illegal to operate in NYC due to state law.

FOLLOW-UP:

Lucian Reynolds of CB1: Is there a system in place for profit sharing if profit is made? Ed Pincar (DOT): Let me check and get back.

AGENDA ITEM 17 : Bike Lane Miles

Can you update us regarding the installation of bike lanes in Manhattan in FY 18 and FY 19? How many of them will be Protected Bike Lanes? While the cost for installation of a conventional bike lane is dramatically lower than a protected bike lane, can you give us some indication of the funding for these installations?

AGENCY RESPONSE:

In FY18, 10 miles of bike lanes were installed or upgraded in Manhattan, including 3.4 miles of protected bike lanes. DOT intends to install or upgrade 22.3 miles of bike lanes, 14.3 miles which are protected, in FY19. Depending on the design and site conditions, protected bike lane installation costs range between \$200,000 and \$400,000 while conventional bike lanes are approximately \$50,000 per mile.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Geometry, engineering, traffic analysis determines whether or not a protected bike lane is installed vs. conventional bike lanes. Still see value in conventional bike lanes. Some streets just can't support protected bike lanes due to the substantial modification to the streets that would have to be made. DOT supports protected bike lanes. Non-protected doesn't mean non-safe; conventional bike lanes can still be safe for bicyclists.

Ed Pincar (DOT): Decreased fatalities for all with protected bike lanes. 20% reduction in fatalities/injuries.

FOLLOW-UP:

AGENDA ITEM 20 : HIQA Funding and Staffing

How much funding will be allocated by DOT for Highway Inspection and Quality Assurance (HIQA) in FY19? How many field inspectors will be assigned to Manhattan in FY19?

AGENCY RESPONSE:

DOT has allocated a sufficient amount of funding for HIQA in FY19. In Manhattan alone, there are currently 31 field inspectors on staff.

MEETING NOTES:

COMMENTS:

Day and night crews for HIQA. DOT always get complaints regarding work done outside of scheduled work hours. If there are violations, contractors would be issued summons. If there is a noisy/lose DEP manhole cover, DOT would issue corrective action request to DEP for them to rectify.

FOLLOW-UP:

Ed Pincar (DOT): Will follow up regarding specific funding amount for HIQA.

AGENDA ITEM 21 : Safety Outreach Education

What is the FY19 funding for driver, bicycle and pedestrian safety outreach and education? What funding will be there for enforcement of commercial and non-commercial bicycle regulations? What is the projected funding for FY20? Can you update us on the efforts of DOT's commercial bike unit?

AGENCY RESPONSE:

DOT uses a variety of in-house resources to conduct safety outreach and education, including our Street Ambassadors, Vision Zero street teams, and others. Our Commercial Bicycle Unit also continues its important work. In FY18, DOT visited 5,019 restaurants to assess their compliance to bicycle safety regulations. Of the examined locations that use bicycle delivery methods, 82% were found to be in compliance. A total of 996 Notice of Violation statements were issued that year.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Street ambassadors have been proactive regarding street treatments and asking what issues businesses face. DOT can be doing better job regarding education, especially regarding people making deliveries and electronic bikes. Street ambassadors could distribute safety literature to commercial delivery folks.

Ed Pincar (DOT): Street ambassadors are about 10 folks who go to targeted areas to spread the word, survey and collect data in advance of DOT street enhancements.

Ed Pincar (DOT): Commercial bike unit has a routine inspection schedule to walk in and out of businesses. First goal is to make sure businesses are complying with the law, remind businesses about the law, and issue a summons for non-compliance. Prioritizing complaints received through 311 regarding businesses not in compliance. DOT does coordinate with NYPD regarding electronic bikes, but enforcement is on NYPD.

Will Brightbill of CB8: If there's increased funding, will there be more street ambassadors? Ed Pincar (DOT): Number of DOT staff on issue is typically in dozens. Current size of street ambassadors program is fine.

Ed Pincar (DOT): Well over 100 people when you have all outreach staff accounted for. Sometimes there's difficulty in getting in touch with businesses and getting to business owner/supervisor. Hard to get in touch with tenants at apartment buildings. DOT relying on social media for assistance.

DOT: NYPD does enforce infractions of cyclists on sidewalks and whatnot. Important to work with NYPD and make sure they do proper follow up and enforcement.

Mark Diller of CB7: You can use LinkNYC kiosks to display useful DOT tips. Ed Pincar (DOT): That's a great idea.

Ed Pincar (DOT): DOT policy is to write ticket to delivery folks in violation when noticed.

Lucian Reynolds (CB1): Is there DOT outreach strategy to commercial vehicles regarding safety? Ed Pincar (DOT): Yes, DOT works with NYPD to educate commercial vehicle drivers. Colleen of DOT: Street ambassadors are not enforcement folks.

FOLLOW-UP:

AGENDA ITEM 22 : Community Board Specific Questions

(CB 7) What funding is in place and what funding is needed for the reconstruction of the West 79th Street Boat Basin interchange? Is the work projected to commence in FY19 or FY20 provided that funding is available? What funding will be allocated to offset the impact on the other exits along 9A?

(CBs 2,3,4,5,6) What is DOT budgeting for congestion mitigation along the Canarsie Line during the closure in FY19 and projected for FY20?

AGENCY RESPONSE:

(CB7) Capital funding for this project is estimated to fall between \$150 and \$200M. It will cover costs for the rehabilitation of the Rotunda complex, comprised of the 79th Street Bridge, under DOT's jurisdiction, over Amtrak and six bridges under Park's jurisdiction. Construction is anticipated to begin in FY19, but may roll over to FY20.

Work is expected to be completed in three phases over a 36 month period. Preliminarily, vehicular traffic will be maintained at the traffic circle and on the ramps during the first two phases. Following that, the traffic circle will be closed for two months. A Work Zone Traffic Plan will be developed to mitigate any impacts.

(CBs 2,3,4,5,6) DOT is funded to implement and monitor the mitigation measures required by the L Train tunnel reconstruction project. The treatments largely feature pavement markings and signage. We will return to the relevant Community Board(s) to discuss which projects, if any, should remain in place following the resumption of L Train service.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Between 10 to 15 million budget for L train mitigation measures.

FOLLOW-UP:

Colleen of DOT: DOT will schedule meetings and follow up in October with relevant CBs on W 79th St Boat Basin interchange.

AGENDA ITEM 23 : Capital and Expense Requests

Are there any capital or expense projects that you would like community boards to support?

AGENCY RESPONSE:

We appreciate the Boards' continuing support of our safety agenda, SIPs, and reconstruction projects.

MEETING NOTES:

COMMENTS:

Ed Pincar (DOT): Generally CBs should be supporting areas/offering suggestions for improved safety measures.

Ed Pincar (DOT): DOT will generally come in with DEP regarding reconstruction coordination on water mains, pipes, street fixes, etc.

Colleen (DOT): DOT has provided CB3 with map of all construction projects in that district.

FOLLOW-UP:

ADDITIONAL NOTES:

Susan Stetzer (CB3): The map given out at this OMB meeting doesn't list some projects. DOT: Doesn't list state projects, only City DOT and DEP projects. Ed Pincar (DOT): Sure, we can try to include state projects and projects that should be included so that CBs know what's going on in their neighborhoods.

Jesse Bodine (CB4): In some areas, painting/re-stripping takes a long time. Can we ask for more funding so that work is done sooner? Ed Pincar (DOT): It's contract based. There has been increased funding. As more paint is being added through SIP, more work needs to be done to maintain. Paint products used haven't held up well over time.

Jesse Bodine (CB4): Why do patching work when streets will be repaved? Some streets have huge ponding issues. Has funding for this work been increased? Ed Pincar (DOT): Oils after resurfacing go up and need to wait before putting paint on. There's City legislation regarding ponding response. It's good to get list of CBs regarding ponding priorities. Colleen (DOT): Roadway Division will address ponding when there is downtime. Edward Pincar (DOT): Sometimes a full scale reconstruction project is required to fully address the issue and other issues.

Jesse Bodine (CB4): Can there be one online map with all projects from different agencies rather than remembering who the project liaison and agency is and going to those separate folks? DDC: Undertaking development of a new app for the public to use by the end of the year to present projects and updates.

Lucian Reynolds (CB1): What is other on this map? DDC: Other is pedestrian ramp projects, other projects.

Lucian Reynolds (CB1): Concerns regarding cobblestone streets and upgrades. DOT: Understood.

Community Board	FMSID	Project	Start of Construction (Fiscal Year)	Funding	
101	HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active	
	HWCPEDLOC	Citywide Pedestrian Safety Measures	FY22	Active	
	HWMM009	Gateways to Chinatown	FY18	Active	
	HWMWTC7E	RECONSTRUCTION OF WORTH ST - HUDSON ST TO EAST BROADWAY	FY16	Active	
	HWMWTC7F	RECONSTRUCTION OF WARREN ST - WEST ST TO BROADWAY	FY16	Active	
	HWMWTC7G	RECONSTRUCTION JOHN STREET - NASSAU STREET AND BROADWAY	FY16	Active	
	HWMWTCB1	Nassau St - Pine to Maiden	FY20	Active	
	HWMWTCB2	Greenwich St - Chambers to Barclay	FY20	Active	
	HWMWTCB3	Broadway - Beaver to Stone	FY21	Active	
	HWMWTCB6	Vesey - Church to Broadway	FY20	Active	
	HWMWTCB7	Trinity Place - Morris to Cedar	FY21	Active	
	HWMWTCB8	Broadway Phase 2 - Duane to Vesey	FY22	Active	
	HWMWTCB9	Church St - Barclay to Chambers	FY25	Planned	
	HWP19MXLM	FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
	HWPLZ012M	Bogardus Plaza Clock Tower	FY17	Active	
	IFPM SS	IFPM South Street	N/A	Planned	
	NNHOLLANDT	Holland Tunnel Area Pedestrian Safety Improvements & Public Spaces	FY24	Planned	
				FY23	Planned
	NN-MCOLNMR	Collister St & N. Moore St Reconstruction	FY19	Planned	
	NN-MDUANE	Duane St from Elk to Lafayette	FY20	Planned	
	NNWHITEHAL	Whitehall Street/Bowling Green Safety & Public Space Improvements	FY23	Planned	
	P-301EPPK	Liz Berger Plaza Reconstruction	FY19	Active	
	SAND349FM	FEMA Active Sandy Resurfacing	FY19	Planned	
	SANDHW06	Vestry Street Reconstruction	FY18	Planned	
	SANDHW08	Reconstruction of Front Street-Hurricane Sandy	FY19	Active	
	SANDHWMO	Reconstruction of Moore Street- Hurricane Sandy	FY18	Active	
	SSRECON	South Street Pedestrian Streetscape Improvements	FY17	Active	
	WATRST	Water Street - Whitehall Plaza	FY18	Active	
	2240019	BROOKLYN BRIDGE ACROSS EAST RIVER	FY17	Planned	
	102	HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active
		HWD10214	Hudson Sq. Streetscape Improvements	FY18	Active
		HWMM009	Gateways to Chinatown	FY18	Active
		HWMP2020	Gansevoort Area Ninth Ave Reconstruction	FY15	Active
HWP2013LM		Complex Ped Ramps - FY13 BK and MN Landmark	FY16	Active	
NN8THSTNYU		8th St Neckdowns	FY23	Planned	
NNBLEECKER		7th Ave Intersection Safety Improvements	FY23	Planned	
NNHOLLANDT		Holland Tunnel Area Pedestrian Safety Improvements & Public Spaces	FY24	Planned	
				FY23	Planned
P-3SOHO		SoHo Square	FY17	Active	
SANDHW05		Perry Street-Reconstruction -Sandy Inundated	FY15	Planned	
103		HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active
	HWM1684	Allen & Pike Street Malls Expansion & Redesign Phase 2	FY21	Planned	
	HWM2025	Delancey Street Reconstruction & Safety Improvements	FY19	Active	
	HWMM009	Gateways to Chinatown	FY18	Active	
	HWMP2019	E Houston St Reconstruction	FY15	Active	
	HWMWTC7E	RECONSTRUCTION OF WORTH ST - HUDSON ST TO EAST BROADWAY	FY16	Active	
	HWPLZ008M	Forsyth Streetscape and Plaza	FY14	Active	
	IFPM SS	IFPM South Street	N/A	Planned	
	NN CANWALK SIP	Canal and Walker Neckdown	FY23	Planned	
	NNDIVISION	Division Street Plaza	FY21	Planned	
	NNMMS18DIV	Division Street Multi-Site Improvements	FY23	Planned	
	NNMSDRPERI	Sara D. Roosevelt Park Perimeter Improvements	N/A	Planned	
	NN-PKAL3	Pike Allen Mall - Phase 3	FY23	Planned	
	P-104HGBG	High Bridge Step Street Rehabilitation - Parks	FY17	Active	
	SAND349FM	FHWA Active Contract Resurfacing	FY16	Active	
	SAND349FM	FEMA Active Sandy Resurfacing	FY19	Planned	
	SANDHW27	FDR Drive Resurfacing (Montgomery to 15th Street)	FY21	Active	
	SANDRESM1	East Side Coastal Resiliency	N/A	Planned	
	2240019	BROOKLYN BRIDGE ACROSS EAST RIVER	FY17	Planned	
	2240028	MANHATTAN BRIDGE(UL) ACROSS NYCTA TRACKS-BMT	FY19	Planned	
	104	HWM100CTN	23rd St Crosstown SBS	(blank)	(blank)
HWM1683		RECONSTRUCTION OF WEST 33RD STREET-HUDSON YARD VICINITY	FY16	Active	
HWMP2020		Gansevoort Area Ninth Ave Reconstruction	FY15	Active	
HWP19MXLM		FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
NNM18-8AVE		8th Avenue Sidewalk Widening	N/A	Planned	
2257569		MILLER HIGHWAY ACROSS TERRAIN	FY24	Planned	
105	HWBARUCH	Baruch College - 25th Street Plaza	FY18	Active	
	HWCPEDLOC	Citywide Pedestrian Safety Measures	FY22	Active	
	HWD10219	Lexington Ave Neckdowns at Grand Central Terminal	FY23	Active	
	HWM100CTN	23rd St Crosstown SBS	FY23	Active	
	HWMME_41	41st Street Shared Street	N/A	Planned	
	HWMME_53	East Midtown - 53rd Street	N/A	Planned	
	HWMME_Lex	Lexington Avenue Corridor Improvements	N/A	Planned	
	HWMME_Madison	Madison Avenue Corridor Improvements	N/A	Planned	
	HWMME_ParkNorth	Park Avenue Corridor Improvements	N/A	Planned	
	HWMME_Vanderbilt	Vanderbilt Avenue Area Shared Street & Pedestrian Improvements	N/A	Planned	
	HWMME43ST	43rd Street Pedestrian Safety Improvements	FY21	Active	
	HWMNYPL	New York Public Library Pedestrian Improvements	FY19	Active	
	HWMP2012	Times Square Reconstruction	FY13	Active	
	HWP19MXLM	FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
HWPEDSF3A	Multi-Site Pedestrian Safety	FY17	Active		

105	HWPEDSF5	Multi-Site Pedestrian Safety	FY20	Planned	
	HWPLZ004M	Pershing Square West Plaza	FY14	Active	
	HWPLZ010M	Madison Square / Flatiron Plaza Reconstruction	FY19	Planned	
	HWPLZ013M	Broadway Boulevard Plaza	FY23	Planned	
	HWPLZ015M	Pershing Square East	FY22	Active	
	NNBWAYCOLU	GLFM - Broadway b/w Columbus Circle and Times Square Streetscape	FY19	Planned	
	NNM18-8AVE	8th Avenue Sidewalk Widening	N/A	Planned	
	NNMDTWNARC	Midtown Arcades (6.5 Ave) Build-Out	FY23	Planned	
	NN-MHERALD	GLFM - Broadway/Herald Square Reconstruction and Plazas	FY23	Planned	
	NN-MUNIONS	GLFM - Broadway and Union Square Reconstruction and Plazas	FY19	Planned	
	106	HWBARUCH	Baruch College - 25th Street Plaza	FY18	Active
		HWBUSPAD6	Citywide Bus Pads	FY17	Active
		HWCSCH4A	Safe Routes to Schools - Manhattan	FY16	Active
		HWD10219	Lexington Ave Neckdowns at Grand Central Terminal	FY23	Active
HWM100CTN		23rd St Crosstown SBS	FY23	Active	
HWMME_3Ave		3rd Avenue Corridor Improvements	N/A	Planned	
HWMME_41		41st Street Shared Street	N/A	Planned	
HWMME_44		44th Street Shared Street	N/A	Planned	
HWMME_53		East Midtown - 53rd Street	N/A	Planned	
HWMME_Lex		Lexington Avenue Corridor Improvements	N/A	Planned	
HWMME_Madison		Madison Avenue Corridor Improvements	N/A	Planned	
HWMME43ST		43rd Street Pedestrian Safety Improvements	FY21	Active	
HWP19MXLM		FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
HWPEDSF3A		Multi-Site Pedestrian Safety	FY17	Active	
107	NN-RWMMITC	Mitchell Place Retaining Wall	FY19	Planned	
	SAND349FM	FEMA Active Sandy Resurfacing	FY19	Planned	
	SAND350FM	FEMA Active Sandy Phase Resurfacing	FY16	Active	
	SANDHW27	FDR Drive Resurfacing (Montgomery to 15th Street)	FY21	Active	
	HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active	
	HWBUSPAD6	Citywide Bus Pads	FY17	Active	
	HWM100SNC	79th St Crosstown SBS			
	HWP19MXLM	FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
	HWPEDSF3A	Multi-Site Pedestrian Safety	FY17	Active	
	NNMMS18BWY	Broadway Multi-Site 2018	FY23	Planned	
	P-309RBUS	Riverside Drive Bus Stops	FY19	Active	
	2257569	MILLER HIGHWAY ACROSS TERRAIN	FY24	Planned	
	108	HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active
		HWBUSPAD6	Citywide Bus Pads	FY17	Active
HWCSCH4A		Safe Routes to Schools - Manhattan	FY16	Active	
HWD10220		3rd Avenue Neckdowns - 60th to 66th Sts	FY23	Planned	
HWM100SNC		79th St Crosstown SBS			
HWM008		EAST 86TH ST STREETScape-225 EAST 79TH ,MADISON TO YORK AVE	FY16	Active	
HWP19MXLM		FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active	
HWPEDSF3A		Multi-Site Pedestrian Safety	FY17	Active	
NNPRK96110		Park Avenue Neckdowns at 96th St, 104th St, and 110th St	FY23	Planned	
SAND349FM		FEMA Active Sandy Resurfacing	FY19	Planned	
SANDHW27		FDR Drive Resurfacing (Montgomery to 15th Street)	FY21	Active	
2240048		QUEENSBORO BRIDGE (UL) BRIDGE ACROSS EAST RIVER - LL	FY15	Planned	
109		HWCSCHPMN	Safe Routes to School - Manhattan	FY19	Active
		HWPEDSF4	Multi-Site Pedestrian Safety	FY18	Active
	HWX100SBC	South Bronx East-West Crosstown SBS	FY22	Active	
	NNMMS18HH	Hamilton Heights Multi-Site 2018	FY23	Planned	
	NN-MORNING	Morningside - Hancock Neckdowns	FY23	Planned	
	110	HBMA23216	Rehabilitation of the Promenade over FDR (E 81st St to E 90th St)	FY23	Active
		HWCSCH4A	Safe Routes to Schools - Manhattan	FY16	Active
		HWCSCHPMN	Safe Routes to School - Manhattan	FY19	Active
		HWPEDSF4	Multi-Site Pedestrian Safety	FY18	Active
		HWPLZ003M	Montefiore Park and Plaza Reconstruction/Improvement	FY17	Active
		HWX100SBC	South Bronx East-West Crosstown SBS	FY22	Active
		NNHARLEMRI	Harlem River Park Gateway Safety & Access Improvements	FY18	Planned
		NNM18FREDD	Fredrick Douglass & St. Nick Improvements	N/A	Planned
		NNMMS18HH	Hamilton Heights Multi-Site 2018	FY23	Planned
NN-MORNING		Morningside - Hancock Neckdowns	FY23	Planned	
P-309RBUS		Riverside Drive Bus Stops	FY19	Active	
111		125THPDIM	Harlem Station Plaza at Park Ave and 125th Street	FY18	Active
		HWBUSPAD6	Citywide Bus Pads	FY17	Active
		HWCSCHPMN	Safe Routes to School - Manhattan	FY19	Active
	HWPEDSF4	Multi-Site Pedestrian Safety	FY18	Active	
	NNHARLEMRI	Harlem River Park Gateway Safety & Access Improvements	FY18	Planned	
	NN-PARKMED	Park Avenue Medians	FY21	Planned	
	NNPRK96110	Park Avenue Neckdowns at 96th St, 104th St, and 110th St	FY23	Planned	
	SANDHW27	FDR Drive Resurfacing (Montgomery to 15th Street)	FY21	Active	
	SRTS SCH school	School Safety - Pleasant Ave (114-116)	FY23	Planned	
	112	HWP19MXLM	FY19 Complex Pedestrian Ramps - Landmarks	FY21	Active
		HWPEDSF3A	Multi-Site Pedestrian Safety	FY17	Active
		HWPEDSF4	Multi-Site Pedestrian Safety	FY18	Active
		HWX100SBC	South Bronx East-West Crosstown SBS	FY22	Active
		NN10THSHER	Esplanade Connector (10th Ave / Sherman Creek)	FY24	Planned
NN218BROAD		Broadway Bridge Connector	FY20	Planned	
NNM10INWD		Inwood 10th Avenue Safety Improvements	N/A	Planned	
NNMDYCKMAN		Dyckman St Bikeway Improvements	N/A	Planned	
NNMMS18HH		Hamilton Heights Multi-Site 2018	FY23	Planned	
NN-MSEAMAN		Seaman Avenue between Dyckman and Beak	FY20	Planned	

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	NN-RWMLAUR	Retaining Wall - LAUREL HILL TERR BTWN W 182ND ST & W 186TH ST	FY20	Planned
	NN-RWMRIVE	Retaining Wall - LEFT SIDE OF RAMP FROM RIVERSIDE DR TO GEORGE WASHINGTON BR	FY23	Planned
	NN-RWMSEAM	Retaining Wall - SEAMAN AVE. BETWEEN W 214 ST. & ISHAM ST.	FY20	Planned
	P-309RBUS	Riverside Drive Bus Stops	FY19	Active
	RWM016	RETAINING WALL - RIVERSIDE DR (NB) TO GEORGE WASHINGTON BR	FY15	Active
	SANDRESM1	East Side Coastal Resiliency	N/A	Planned
	2240137	BROADWAY BRIDGE ACROSS HARLEM RIVER	FY19	Active
Central Park	2246040	EAST DR (INSCOPE ARCH) ACROSS PED PATH OPP E 62 ST	FY25	Planned
	2246070	CENTER DR (PLAYMATES ARCH) ACROSS PED PATH OPP 65TH ST	FY25	Planned
	2246130	EAST DR (WILLOWDELL ARCH) ACROSS PED PATH OPP E 67TH ST	FY21	Active
	2246240	WEST DRIVE ACROSS TRANSVERSE RD #2	FY23	Planned
	2246250	EAST DRIVE ACROSS TRANSVERSE RD #3	FY24	Planned
	2246270	EAST DRIVE ACROSS TRANSVERSE RD #4	FY22	Planned
	2246280	WEST DRIVE ACROSS TRANSVERSE RD #4	FY23	Planned
	2246350	EAST DR (GREYWACKE ARCH) ACROSS PED PATH OPP E 80TH ST	FY19	Active
	2246430	W110 ST ENTR (MOUNTCLIFF ARCH) ACROSS PED PATH OPP W109 ST	FY25	Planned
	2246460	W77 ST ENTR (EAGLEVALE ARCH) ACROSS PED PATH OPP W77 ST	FY24	Planned

Note: "Planned" includes projects that are underfunded or unfunded and are at various stages of development