New York State Carbon Reduction Strategy

NYS Department of Transportation

November 2023

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Carbon Reduction Strategy

November 2023

I. Introduction

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, which are defined as carbon dioxide (CO2) emissions from on-road highway sources. The transportation sector is a major contributor to greenhouse gas emissions, responsible for approximately 28% of New York State's (NYS) total greenhouse gas (GHG) emissions as of 2019, with road transportation accounting for 59% of emissions in this sector[1]. Transportation sector emissions in New York are about 16% higher today than they were in 1990, with the sector largely dependent on petroleum-based fuels. New York State has made a strong commitment to transition from petroleum-based fuels to zero-emission technologies with passage of the Climate Leadership and Community Protection Act (CLCPA) in 2019, which is among the nation's most aggressive climate and clean energy laws.

This New York State Department of Transportation (NYSDOT) Carbon Reduction Strategy (CR Strategy) takes direction from the framework of the 2022 CLCPA Scoping Plan, along with other supportive policies, programs, and initiatives already in place in New York State to address transportation emissions reductions. New York State's CLCPA Scoping Plan commits to 100% zero-emission electricity by 2040, sets legally binding emissions reduction standards to transition away from fossil fuels by 2050, and mandates that at least 35% of state climate and energy funding be invested in disproportionately disadvantaged communities. New York State's commitment to carbon reduction is also aligned with national goals such as the U.S. National Blueprint for Transportation Decarbonization, which has a goal of net-zero GHG emissions economy-wide by 2050.

The CR Strategy document provides a general overview of how both NYSDOT, and the state will approach reducing carbon within the transportation sector by working collaboratively with state, metropolitan and community partners. The document highlights transportation projects, as well as programs and policies aimed at reducing emissions across the state. This document does not set policy or provide specific program implementation details but does present some information and considerations on relevant state and federal programs (including the Carbon Reduction Program) that can be used to support ongoing transportation carbon reduction efforts. Furthermore, the document contains details on how NYSDOT will move forward with incorporating equity consideration into carbon reduction efforts.

II. Overview of the Carbon Reduction Program

Created by the 2021 Infrastructure Investment and Jobs Act, the purpose of the federal Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of state carbon reduction

[1] *Emissions from the import of fuels account for 26% of transportation related emissions, non-road transportation (ex: aviation) accounts for 12% of transportation emissions, and hydrofluorocarbons used in vehicle air-conditioning and refrigeration account for 3% of transportation emissions in New York State*

strategies and fund projects designed to reduce transportation emissions. To receive allocated funding under this program, state DOTs must comply with several key requirements[2].

The CRP guidance includes a broad list of eligible transportation projects which aim to support some aspects of reducing transportation emissions. It also states that CRP investments should address environmental justice concerns and are beholden to Federal Justice40 requirements, which mandate that at least 40% of the benefits from investments that use federal funding should benefit designated "disadvantaged communities". CRP funds are split into specific suballocations, with 65% of apportioned funds obligated based on relative shares of population to urbanized areas with a population over 200,000 ("Large Urban"); urbanized areas with a population between 50,000 and 200,000 ("Medium Urban"); urbanized areas with a population between 5,000 and 49,999 ("Small Urban"); and areas with a population below 5,000 ("Rural"). The remaining 35% of funds can be used anywhere in the state ("State Flex").

Specifically, CRP guidance requires state DOTs to develop a "Carbon Reduction Strategy" (CR Strategy) by November 15, 2023, which must then be updated at least once every four years. The CR Strategy should outline the DOT's approach to reducing transportation emissions and should identify projects and strategies to reduce these emissions. State DOTs must develop their CR Strategy in consultation with their state's Metropolitan Planning Organizations (MPOs). States are encouraged to integrate their CR Strategy into the State's Long Range Transportation Plan (LRTP) or if developed as a separate document, incorporate by reference within the LRTP.

III. Existing New York State Climate Policy

New York State has a variety of existing policies related to climate change and emissions reduction. Chief amongst these policies is the Climate Leadership and Community Protection Act (CLCPA). Passed in 2019 the CLCPA requires the state to adopt measures that would put it on a path to reduce statewide greenhouse gas emissions by at least 40% (from 1990 levels) by 2030 and at least 85% (from 1990 levels) by 2050. CLCPA also created the New York State Climate Action Council (CAC), who in December 2022 finalized a Scoping Plan that sets a vision for a carbon neutral future and provides a guidance on how the state will achieve the emissions reduction goals set forth by CLCPA. The CLCPA also called for the development of Disadvantaged Community Criteria and required that designated Disadvantaged Communities receive at least 35% of the benefits from clean energy investments.

Recognizing the need to balance transportation's role in economic growth with the need to address community, environmental, and human health impacts, the Transportation chapter of the CLCPA Scoping Plan includes a vision for the transportation sector for 2030 and 2050 (*see Appendix A*) and identifies a variety of emissions reduction actions that would help achieve this vision. These actions include efforts to reduce Vehicle Miles Traveled (VMT)through expansion of public transit and active transportation, and the use technological advancement to increase system efficiency. It also calls for an expansion of Zero Emission Vehicle (ZEV) availability. Furthermore, the CLCPA scoping plan also recommends that the state promote Smart Growth land use principals and Transit Oriented Development, along with facilitating market-based solutions and financing, in order to reduce transportation sector emssions. The

[2] *These requirements can be found on the Federal Highway Administration (FHWA) Bipartisan Infrastructure Law Homepage*

recommended actions within the CLCPA Scoping Plan, other state policies and programs (see Appendix B) as well as the relevant planning activities of the NYS Metropolitan Planning Organizations (MPOs) helped inform the framework of the NYSDOT Carbon Reduction Strategy (CR Strategy).

IV. NYSDOT Carbon Reduction Strategy

Current transportation-related emissions underscore the need to accelerate our state's effort to reimagine a transportation system that meets the mobility, economic, and quality of life needs of our communities and address climate concerns. The NYSDOT CR Strategy for reducing transportation carbon emissions includes three overarching approaches which will enable the transition to Zero Emission vehicles (ZEV) and promote opportunities to reduce vehicle miles traveled (VMT) by providing more sustainable mobility choices and efficient opportunities to connect communities. These approaches are:

- Expand Zero Emission Vehicle (ZEV) adoption and infrastructure.
- Enhance public transportation and efficient mobility systems.
- Expand active transportation and shared mobility choices.

These three approaches allow for flexibility to meet the needs of the diverse communities within New York State while striving to achieve the state's emission reduction goals of at least 40% (from 1990 levels) by 2030 and at least 85% (from 1990 levels) by 2050. They align with the NYS Climate Leadership and Community Protection Act (CLCPA) Scoping Plan transportation sector recommendations as well as other state climate efforts. CRP funds, along other funding sources, can be leveraged to support any of these three approaches within the context of the community or area the project will impact. Many of the approaches and actions described in this CR Strategy are being implemented or supported by ongoing programs.

The following section will further elaborate on the strategy approaches and highlight example projects and planned initiatives for each approach. (**See Appendix C for an additional list of project examples that utilize these approaches.**) The section will also address how different carbon reduction approachesa will need to be employed based about the context, population density and economic drivers of the area or community.

- ***Expand Zero Emission Vehicle (ZEV) adoption and infrastructure.*** ***NYSDOT supports ZEV expansion projects and associated charging or fueling infrastructure for light duty, medium-heavy duty (e.g., trucks/buses) electric vehicles or clean hydrogen vehicles.***

Ensuring that ZEV drivers can charge or fuel their vehicles in accessible locations across the state is a critical step toward expanding ZEV adoption. Expanding the Electric Vehicle (EV) fast charging network and filling in gaps along the FHWA Alternative Fuel Corridors gives EV drivers more options for quick convenient charging and encourages more drivers to drive electric. NYSDOT is set to receive $175 million in National Electric Vehicle Infrastructure program (NEVI) funding over the five- year life of the program

to support this effort. NYSDOT is initially using this funding to address gaps within the FHWA designated Alternative Fuel Corridors along interstates, and is currently collaborating with the New York Power Authority (NYPA) to complete the build out of the designated corridor by expanding NYPA's EVolve NY Fast Charging Network. NYSDOT also plans to partner with New York State Thruway Authority (NYSTA) to provide NEVI funding for building Medium-Heavy Duty (MHD) EV charging along the I-87 corridor and at other select locations along the Thruway system. Sites will be built out simultaneously, dependent on the availability of power and funding.

As of December 15, 2023, New York State's first high speed EV charger funded through the NEVI formula program is now operational in the City of Kingston, located in Ulster County in the Hudson Valley. The four-charger hub is located in a parking lot just off of I-87, 60 miles south of Albany, and is one of the first in the nation to be installed through the NEVI program. Subsequently, another NEVI funded charger was established in in Richmondville in Schoharie County (Near I-88) and several others will soon be operational in other areas of the state including in North Hudson in Essex County (near I-87). See Appendix B for more information on the NEVI program.

The State has is also utilizing various funding sources to support the expansion of clean MHD Vehicles for both public and private fleets in several urbanized areas in the state. For example, CRP funds (Large Urban) have been programmed to support Suffolk County to purchase approximately 30 battery-electric replacement buses and support charging equipment that will enable Suffolk County Transit to maintain operating efficiency, capacity, and continued use of alternative fueling to reduce carbon emissions. In addition, CRP funds are being utilized to expand the New York City Clean Truck Program to provide funding for replacing or repowering trucks with EVs or hybrid EVs in industrial business zones. Using Congestion Mitigation Air Quality Improvement (CMAQ) funds, Erie County is in the process of constructing local electric vehicle charge stations for both government and public use at various county parks and municipal facilities. In the future, NYSDOT will be establishing an innovative state funded program to support transit agencies across the state with installing EV charging stations and purchasing EV buses. In some regions, fleet owners are opting for other clean vehicle alternatives such as clean hydrogen. For example, NYSDOT recently programmed CMAQ funds to support the Rochester – Genesee Regional Transportation Authority for the purchase of Hydrogen Fuel Cell Buses and Fueling System to service Western New York.

In recent years, NYSDOT provided $10 million in CMAQ funding to support the New York State Truck Voucher Incentive Program (NYTVIP) administered by the New York State Energy and Research Development Authority (NYSERDA). The NYTVIP provides discounts to fleets that purchase or lease MHD zero-emission battery electric vehicles (BEV) or hydrogen fuel cell electric vehicles (FCEV). As of 2023, CMAQ funding has been exhausted and there are difficulties acquiring new vehicles due to ongoing supply chain issues that have caused difficulties complying with federal Build America Buy America Act requirements. Once a new waiver for the Build America Buy America requirements is approved, NYSDOT plans to utilize additional funding sources such as CRP (State Flex portion) to support this program that will enable the expansion of zero emission freight and transit vehicles and infrastructure across the state. See Appendix B for more information on this program.

- ***Enhance Public transportation and efficient mobility systems. NYSDOT supports projects that improve transit services, including enhancing system connectivity and strategies that encourage use of transit and other mobility options; and intelligent transportation system/technology projects that make transportation systems more efficient by reducing delay.***

This multi-pronged approach is aimed at reducing emissions through actions that either reduce vehicle miles traveled (VMT) by improving and expanding the availability of transportation alternatives to single occupied vehicles (i.e., bus, rail, ride sharing), or by making system and/or corridor operational improvements that enable less congested and delayed travel.

New York State transit systems carry nearly one-third of the nation's transit riders and provide nearly one-quarter of transit services nationwide[3]. Currently, NYSDOT distributes approximately $4.9 billion annually in Statewide Mass Transportation Operating Assistance (STOA), along with other state transportation assistance, to approximately 130 transit operators. This funding has supported the stabilization of fares and maintenance of service levels for municipally sponsored public transportation services throughout the state. Most transit ridership within the state occurs in the New York City metropolitan area, where the dense population makes transit most viable. However, there are opportunities to expand and make public transportation a more convenient and reliable option to residents living in urbanized areas within the state.

Several upstate transit authorities are utilizing federal funds distributed by NYSDOT to improve service connectivity, increase service frequency, or enhance amenities to improve the convenience of public transit. For instance, The Capital District Transportation Authority was awarded approximately $ 4.8 million to expand bus services along the Washington Avenue - Western Avenue Corridor. The Niagara Frontier Transportation Authority was awarded over $3.5 million to construct bus canopies and pedestrian and bicycle infrastructure improvements along North Division Street in the City of Buffalo. NYSDOT is also providing funding to support the Newburgh Area Bus Service Expansion which will add a new "cross-town" bus route and increase service frequency to provide travelers with a competitive alternative to traveling alone in as single-occupied vehicle in the City of Newburgh in Orange County.

Improving passenger rail is also a component of this strategy approach. The Passenger and Freight Rail Assistance Program (PFRAP) is a multi-year freight and passenger rail funding program that is funded through general state revenues. The PFRAP program provides enhanced assistance for rail and port capital investment to preserve and enhance the state's major trade and passenger corridors. The most recent PFRAP solicitation, announced in summer 2023, made available $121.6 million for potential projects. Applicants to the program are required to conduct a Benefit/Cost Analysis as part of their application, which accounts for factors such as improved safety, congestion reduction, and greenhouse-gas emissions reductions that would result from the project.

In addition to the aforementioned transit supportive projects, NYSDOT is planning to implement the Innovative Transit Mobility Pilot Program, which will provide $10 million in state funding over a 5-year period for non-Metropolitan Transportation Authority (MTA) transit authorities throughout upstate New

[3] https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/funding-sources/STOA

York to expand or establish micro-transit service offerings. The seven largest systems would receive $ 1 million each with remaining funds available to other non-MTA systems that apply. Eligible uses of this funding include the purchasing of new technology for app-enabled local travel and the purchase of small vehicles. Micro-transit offers a highly flexible routing and scheduling of minibus vehicles shared with other passengers. The flexibility of this service compared to existing fixed route service may enable more people to consider transit as a more viable option in lieu of a personal vehicle and has potential to increase transit ridership in certain urbanized areas of the state. NYSDOT plans to utilize other revenue sources including CRP funds (Statewide Flex portion) to supplement this program to support the smaller upstate transit providers who want to establish micro-transit services but may need more funding and planning support to implement such services that would lead to more transit use and decreased VMT and emissions.

Intelligent Transportation System (ITS) projects help existing transportation infrastructure to operate more efficiently and with less congestion, which in turn lowers emissions. ITS strategies, such as traffic signal synchronization, traffic incident management, and predictive traveler information, reduce congestion and improve both system efficiency and multimodal safety within a given corridor or region. For example, NYSDOT programmed CRP funds (Large Urban) to support the Regional Traffic Operations Center (ROTC) in the Rochester area to maintain and expand the ITS and Advanced Traffic Management Systems network with the region. The ROTC relies on ITS to operate equipment such as sensors, detectors, and signals to improve transportation system efficiency and reduce congestion. Downstate, the Cross Bronx Expressway Active Traffic Management project will utilize operational technology along the corridor in the Bronx to manage traffic and reduce congestion to enhance safety, mobility, and reliability.

- ***Expand active transportation and shared mobility choices. NYSDOT supports projects that encourage and enable bicycling, walking, and transit connections to increase access to employment centers, community amenities and other daily services; and projects that support planning and implementation of micromobility and shared mobility services.***

Promoting more walkable communities and improved access to public transit and shared mobility options would help reduce mileage travelled in personal vehicles statewide, in turn reducing emissions. The CLCPA scoping plan directs the state to expand low carbon transportation alternatives within our communities. Specifically, the scoping plan recommends that the convenience, safety and mobility of pedestrians and bicyclists will be improved through transportation projects and infrastructure improvements. This strategy recognizes there are opportunities in some of our communities to expand active transportation networks and enable better, more equitable access to amenities and services thus reducing emissions and meeting other community goals. The effectiveness of this strategy depends on context, development patterns and land use considerations. Hence this strategy emphasizes the need to work with communities and other partners to plan for active transportation networks as well as innovative shared mobility services that have the potential to provide even more transportation options for individuals with or without a personal vehicle.

Recognizing the need to maintain an extensive roadway system and implement the New York State Complete Streets Act (see appendix B), NYSDOT is striving to address the needs of bicyclists and

pedestrians to enable more alternative transportation options as well as connect neighborhoods. A large-scale example of this is the transformative I-81 Project in Syracuse, which will remove the aging viaduct and enhance pedestrian connections within downtown Syracuse to improve mobility and reconnect neighborhoods. Upon completion in 2028, this project will include a total of 13 miles of new or reconstructed sidewalks, two miles of new or reconstructed shared-use paths, a 1-mile cycle track, and nearly two miles of new or reconstructed shared vehicles and bicycle lanes. NYSDOT is also implementing corridor level projects such as the Route 363 and 434 Gateway project in Binghamton, which will provide better access to the river and construct separated bicycle and pedestrian facilities. To support multimodal improvements in suburban areas of the state, NYSDOT will be implementing a project in the village of Lake Grove in Suffolk County to improve mobility for vehicles, pedestrians, bicyclists, and transit users by reconstructing 1 mile of roadway on Route 347 to implement intersection improvement, intersection improvements, sidewalks and planted center median.

Considering that the majority of NYSDOT's capital program is dedicated to preserving or maintaining the existing roadway system, NYSDOT is looking for opportunities within maintenance projects to address Active Transportation needs. For instance, a recently completed corrective maintenance project in the city of Saratoga on state route 9P incorporated shoulder widening and the installation of a bicycle lane and pedestrian facility.

NYSDOT has supported the expansion of active transportation at the local level through administration of the Transportation Alternatives and Congestion Mitigation Air Quality Program funding (TAP/CMAQ)[4] (See Appendix B). Projects that have been funded though this biennial solicitation in the past round include projects that enhance pedestrian and bicycle facilities, improve bus amenities, and expand transit. Past awarded project examples within urban and village settings include:

- Reconstruction of sidewalks and installation of crosswalks to connect the Central School District to the Village's Canal Waterfront District in the Village of Phoenix in Oswego County
- Construction of nearly three miles of sidewalks, bike lanes and other enhancements to facilitate a pedestrian friendly environment and Safe Routes to School in the City of Cohoes in Albany County
- Construction of sidewalks and shoulder for pedestrians and bicyclists along Route 23 in the City of Oneonta in Otsego County
- Construct sidewalk and pedestrian improvements from Main Street to Transit Road in the Town of Clarence in Erie County.

In addition, NYSDOT is utilizing the current year's TAP/CMAQ solicitation process as a means of distributing CRP funding (allocated to Small Urban areas and areas with populations under 5,000). By including CRP funding in the solicitation, NYSDOT can expand available funding to smaller communities without substantively adding extra steps to the process. This funding can really support smaller communities who desire more connected active transportation networks to address mobility and accessibility needs as well as emission and air quality. The most recent solicitation was announced in late September 2023 and includes a broad range of eligible projects, including active transportation and other carbon reduction strategies like supporting transit and expanding EV charging.

[4] [4] *Note – The Transportation Alternatives Program (TAP) is now referred to as Transportation Alternatives (TA) at the Federal level, but for consistency purposes NYSDOT continues using the term "TAP" when referring to this NYSDOT solicitation program.*

To encourage more active transportation planning efforts, NYSDOT will continue to work with the New York State Metropolitan Planning Organizations (MPOs) across the state as well as other relevant partners such as the New York State Department of State (NYSDOS). Collaboration with MPOs enables more integrated land use and transportation planning in urbanized areas of the state. NYSDOT and NYSDOS is developing an initiative to build the capacity of rural or small-scale municipalities to develop community focused transportation plans that address equity and resiliency issues and improve mobility. NYSDOT and its partners recognize that transforming our communities to address the mobility needs of all citizens and address climate goals requires a comprehensive planning approach.

Context Considerations for Strategy Implementation

New York is a diverse state with a large degree of variance in terms of economic contexts, land use patterns, and travel needs. New York City (NYC) and its surrounding metropolitan area is highly developed, densely populated, and is overall projected to increase in population in the foreseeable future. The remaining portion of the state contains a variety of land-use types and population densities, including both small and medium sized cities, villages, large amounts of rural and agricultural land in the Western and Central regions of the state, and largely undeveloped state parks. This diverse offering of land use types brings visitors to all regions of the state, with notable attractions including Niagara Falls in Western New York, the Adirondack Park in Northern New York, and New York City. The variety of land-use patterns means that travel and economic needs in turn vary throughout the state, necessitating that a multitude of different strategies be employed to reduce transportation emissions at a statewide level.

As noted above, the emission reduction strategy that the state will use (specific to the transportation sector) includes 3 approaches, each of which will be more appropriate to use in certain areas of the state than others. Due to its dense development pattern and projected population increases, the actions employed in the NYC metropolitan region can largely focus on the enhancement of already robust public transportation and mobility systems, support for intelligent transportation system projects that improve efficiency, and expansion of active transportation and shared mobility. Other regions of the state will require a variety of different approaches due to the diversity of land use patterns and population density. Rural and undeveloped areas will rely more heavily on the expansion of ZEVs and their associated infrastructure than urbanized areas but can also implement “micro-transit” services to help reduce personal vehicle dependency. Meanwhile, the small and medium sized cities throughout the state will utilize strategies that both enhance ZEV infrastructure, public transportation systems, and active transportation options. Many of these cities have also been implementing transportation and land use planning policies that encourage cleaner transportation options and limit sprawl.

Just as the approaches described initially in this section help New York State to achieve transportation emission reductions, they will also help the state improve both its economic development, quality-of-life, and equity outcomes. Freight in particular is a key industry throughout the state, although freight industry needs and challenges vary from region to region. With the tonnage of goods transported by truck projected to continue increasing in the foreseeable future, increased ZEV adoption and improved infrastructure will allow freight vehicles to continue operation while limiting impacts to air quality. The reduced VMT resulting from improved transit service and active transportation availability could also benefit the freight industry by reducing congestion - enabling the more efficient movement of goods. Quality-of-life and equitable outcomes will be improved by the increased number of mobility options that

these approaches will create throughout the state, making New York State a more attractive place both to live and to visit for tourists.

State Agency Operational Emission Reductions

In addition to the forward-facing actions described above, NYSDOT is also facilitating approaches to reduce carbon emissions within internal agency operations, as directed by New York state Executive Order 22 (EO 22) (See Appendix B for more information). EO 22 sets environmental performance goals and green best practices for all New York State agencies. Several of these goals lead to the reduction of transportation related emissions including:

- All state vehicle fleets will consist of 100% ZEV by 2040
- Agencies will reduce the use of embodied carbon in materials used in constructing facilities and buildings.

To achieve said goals, EO 22 also introduces new purchasing specifications, operational directives, and reporting requirements that state agencies must follow.

V. Carbon Reduction Strategy and the Role of the MPOs

The CR Strategy was developed in consultation with the 14 Metropolitan Planning Organizations (MPOs) within New York state. A Carbon Reduction Consultation Working Group was formed in 2022 comprised of MPOs, NYSDOT, and FHWA NY Division staff, containing representatives from each of the 14 MPOs. Virtual consultation sessions were held in November 2022 and July 2023, with NYSDOT also providing interim updates to the Working Group throughout the development of the CR Strategy. The Working Group discussed state policies, ongoing state programs and MPO initiatives. The Working Group also discussed equity considerations for carbon reduction and provided input on the Draft CR Strategy document.

New York State Metropolitan Planning Organizations (MPOs)

Adirondack/Glens Falls Transportation Council (A/GFTC)
Binghamton Metropolitan Transportation Study (BMTS)
Capital Region Transportation Council (CRTC)
Dutchess County Transportation Council (DCTC)
Elmira-Chemung Transportation Council (ECTC)
Genesee Transportation Council (GTC)
Greater Buffalo Niagara Regional Transportation Council (GBNRTC)
Herkimer-Oneida Counties Transportation Council (HOCTC)
Ithaca-Tompkins County Transportation Council (ITCTC)
New York Metropolitan Transportation Council (NYMTC)
Orange County Transportation Council (OCTC)
Syracuse Metropolitan Transportation Council (SMTC)
Ulster County Transportation Council (UCTC)
Watertown Jefferson County Transportation Council (WJCTC)

The MPOs play a critical role in serving communities with diverse needs and priorities across the state. MPOs conduct planning activities and are responsible for programing funding, including CRP funding, in their Metropolitan Planning Areas (MPAs) utilizing their own project selection criteria. Any projects including those utilizing statewide flex CRP funding within an urbanized area must be coordinated with the MPO and included

in the respective Transportation Improvement Program (TIP).

Many of the MPOs have their own plans, goals, programs, and strategies that strive to address climate change and decrease emissions within their planning area. The MPOs shared highlights of their efforts during the CR Strategy consultation process, and these existing initiatives in turn influenced components of the NYSDOT CR Strategy. For instance, several MPOs are promoting more efficient land use practices to enable more biking, walking, and transit usage within their planning areas and are incorporating carbon reduction goals in their plans, while others are engaged in regional EV infrastructure planning efforts or are supporting the use of technology for regional transportation system management and operations. These efforts exemplify New York State's ongoing commitment to carbon reduction at not only the statewide, but also the regional and local level.

During the development of the CR Strategy, several examples of MPO emission reduction related planning efforts were identified:

- **Capital Region Transportation Council (Albany, Schenectady, Troy, Saratoga Springs)**
  - The Community and Transportation Linkage Planning Program- This well-established program provides funding for local governments to prepare land use and transportation plans, the implementation of which helps shift trips away from single-occupancy vehicles.
  - Capital District Zero Emission Vehicle Plan (2019) – The plan provides recommendations to create a more comprehensive Electric Vehicle (EV) charging network that will support ZEV drivers and address barriers to ZEV adoption in the Capital District, including specific recommendations for corridors to be designated as Alternative Fuel Corridors under the FHWA's Alternative Fuels Clean Corridors program.
- **Dutchess County Transportation Council (Dutchess County)**
  - The *Moving Dutchess Forward* Metropolitan Transportation Plan (2021) promotes the implementation of smart land use policies, such as walkable communities and transit-oriented development, to reduce private vehicle travel and the ensuing climate impacts. Specifically, the Metropolitan Transportation Plan includes a list of local actions that municipalities can utilize to promote smart growth within their communities.
- **Greater Buffalo Niagara Regional Transportation Council (Buffalo, Niagara Falls)**
  - One Region Forward Plan for Sustainable Development - Published in 2015, this regional multi-sector sustainability plan serves as a roadmap for, among other priorities, promoting more efficient land use patterns to reduce vehicle miles traveled and responding to climate change in the Buffalo-Niagara region.
- **Herkimer-Oneida Counties Transportation Council (Herkimer and Oneida Counties)**
  - HOCTC Going Places 2040 (2019) is the Herkimer Oneida County comprehensive plan that identifies specific projects that support the plan's vision and core principles to incorporate safety for all modes, improve coordination of the transit system and increase use of micro-mobility, expand use of technology for systems management and operations and prioritizing capital projects that routinely consider non-motorized modes of transportation to achieve sustainability and emissions reductions goals.
  - Local Transportation Planning Assistance Program (LTPAP)- This program provides funding for local governments to prepare community-based transportation and land use plans with a focus on safety and active transportation planning.

- 2021 HOCTC Electric Vehicle Charging Station Plan- The Electric Vehicle Charging Station Plan assesses the HOCTC Metropolitan Planning Area's (MPA) current readiness and support for electric vehicles (EVs). The EV Plan also provides recommendations for locations to create a more comprehensive charging network that supports EV drivers and seeks to minimize concerns for individuals who are considering owning an EV. An Oneida County Electric Vehicle Charging Station Dashboard was developed in coordination with the 2021 EV Plan to track the number of EV charging station locations and total EVs on the road. The Dashboard is updated quarterly.

- **Ithaca-Tompkins County Transportation Council (Tompkins County)**
  - ITCTC's 2040 Metropolitan Transportation Plan (2019) lists "sustainable accessibility" as the core concept of its vision. An outcome of this approach is to reduce dependency on the private automobile as the principal mode of transport by expanding the choices available to travelers and promoting more transportation - efficient land use patterns.
  - Electric Vehicle Infrastructure Plan (2017) – ITCTC coordinated the development of this plan to support the county in the transition to increased EV use by identifying a set of optimal locations for EV charging stations and recommending best practices for EV charging station installation.
- **New York Metropolitan Transportation Council (New York City, Long Island, Lower Hudson Valley)**
  - NYMTC's current Metropolitan Transportation Plan, *Moving Forward (*2021), includes a variety of recommended strategies related to greenhouse gas emission reduction, such as the expansion of New York City's bicycle lane network and the integration of the One Metro New York (OMNY) transit fare system across multiple travel modes.

VII. Equity Considerations

The Justice40 initiative was created by the Biden-Harris administration to confront and address decades of underinvestment in designated "disadvantaged communities" throughout the United States. This initiative aims to bring resources to communities most impacted by climate change, pollution, and environmental hazards. Specifically, the Justice40 initiative seeks to address gaps in investment in transportation infrastructure in historically disadvantaged communities by requiring that at least 40 percent of the benefits from USDOT grants, programs, and initiatives flow to disadvantaged communities. The Carbon Reduction Program (CRP), along with other federal transportations programs such as the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), are beholden to these requirements.

The USDOT has developed a mapping application, the Equitable Transportation Community Explorer (ETC), to display Census tracts that qualify as disadvantaged based on the Justice40 criteria. FHWA recommends consulting the ETC viewer when planning and selecting potential CRP funded projects to determine if they are in tracts that qualify as disadvantaged. The five main criteria that the viewer ranks and displays in census tracts are Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, Social Vulnerability, and Transportation Insecurity. Additional tools have been developed by other federal agencies, including the Climate and Economic Justice Screening Tool (CJEST), which are recommended to refer to for other grant programs to assess impacts to disadvantaged communities.

In addition to Justice40, New York State has developed its own equity criteria through the Climate Leadership and Community Protection Act (CLCPA) scoping plan process. New York State's Disadvantaged

Communities (NYS DAC) uses similar criteria as Justice40 to identify underserved communities that are at an increased risk from climate change. However, the NYS DACs incorporate several variables (i.e., land use and facilities associated with historical discrimination or disinvestment, etc.) that differ from the Justice40 criteria, thus the NYS DAC includes several communities that are not designated as disadvantaged by the ETC. Although FHWA requires state DOTs to utilize the federal Justice40 defined areas for assessing potential project benefits to disadvantaged communities, considering the location of NYS DACs during this assessment may also help inform the process.

NYSDOT is proactively considering what types of benefits may impact disadvantaged communities according to the context and goal of the project. NYSDOT will calculate the benefits invested in disadvantaged communities for federal programs beholden to Justice40 from a statewide perspective, recognizing that some regions or urban areas may vary in terms of community needs and context. NYSDOT is also tracking these investment levels at the regional level, depending on the allocation structure of the federal program.

VIII. Carbon Reduction Strategy Next Steps

After this CR Strategy is finalized and approved by FHWA, NYSDOT intends to publish it on its public-facing website. New York is also in the process of developing an updated New York State Long Range Transportation Plan ("Master Plan"), which is expected to be completed in 2024. The Master Plan will establish a strategic direction for the transportation system in New York State from now through horizon year 2050 and will identify transportation goals, objectives, and performance measures for the transportation system. The finalized CR Strategy will be incorporated, either as an appendix or by reference, into the final Master Plan.

NYSDOT envisions developing performance measures related to the carbon reduction actions contained in the CR Strategy (e.g., number EV stations installed, number of additional transit routes established, etc.,) However, there are several state planning and implementation efforts that are anticipated in the next year that will provide more information on how to calculate the emission reductions of certain types of projects. For instance, the statewide and metropolitan US EPA funded Climate Action Plans will provide both statewide and regional GHG emissions inventories and will inform efforts to measure the impact of certain climate reduction actions. Furthermore, NYSDOT will continue coordinating with transportation partners and other relevant state agencies (e.g., NYS DEC and NYSERDA) as well as the NYS MPOs to inform the performance measurement process. Once finalized, the performance measures established by these efforts will be incorporated into subsequent updates to this CR Strategy document.

IX. Appendices

- **Appendix A – Climate Leadership and Community Protection Act Scoping Plan Transportation Vision**
- **Appendix B: Additional NYS Climate Related Policies, Programs, and Initiatives**
- **Appendix C: Additional Project Example Projects that Align with NYSDOT CR Strategy**

Appendix A

New York State Climate Leadership and Community Protection Act Vision

The scoping plan of the Climate Leadership and Community Protection Act (CLCPA) included a vision for each sector of the state which articulates the impact of the carbon reduction efforts in future years. The details contained in the Transportation Sector Vison for both 2030 and 2050 helped inform the components of NYSDOT's CR Strategy.

CLCPA Transportation Sector Vision for 2030

- Nearly 100% of Light Duty Vehicles (LDV) sales and 40% of Medium Heavy-Duty vehicle (MHDV) sales must be ZEV.
- Investments in public transportation, micro-mobility, bicycle and pedestrian infrastructure, and mobility-oriented design.
- Personal transportation in urbanized areas to shift to public transportation and other low-carbon options.
- Potential implementation of a clean fuel standard to address hard to electrify "equipment."
- Hydrogen fuel cell vehicles emerge in the market by 2030 for trucking and non-road applications less suited to electrification.
- Land use policies that enable a shift in travel to shared mobility modes or reduced reliance on single-occupancy vehicle miles travelled (VMT).

CLCPA Transportation Sector Vision for 2050

- Shift to ZEVs completed, while substantially increasing the use of low-carbon transportation modes like public transportation, walking & biking.
- LDVs and a large majority of MHDVs will be ZEVs.
- Marine operations and port facilities converting to 100% electric.
- Subsectors such as aviation, freight rail and, some MHDVs to rely on green hydrogen and renewable biofuels (if ZEV applications are not feasible).
- State and local level investment in collaboration with State and local authorities to revise land use rules and coordinate plans to create an integrated system for non-car travelers.

Appendix B

Additional NYS Climate Related Policies, Programs, and Initiatives

In addition to the Climate Leadership and Community Protection Act (CLCPA), New York State already has a variety of existing policies related to climate change and emissions reduction, which are highlighted in this appendix. The implementation of these policies and NYSDOT's support of the following programs, plans, and initiatives help illustrate how NYSDOT will approach reducing emissions within the transportation sector including efforts to reduce its own carbon footprint. Note that the following is not a complete list of all the state's efforts to address transportation carbon reduction, but rather a sample of highlighted ongoing initiatives.

Executive Order 22

NYS Executive Order 22 (EO 22) was signed by New York State Governor Kathy Hochul in September 2022 and sets environmental performance goals and green best practices for New York State agencies. EO 22 builds off past efforts of the Green NY Council to continue streamlining the administration of the State's "lead by example" sustainability and climate directives. Several of EO 22 goals relate to the reduction of GHG emissions, including:

- All energy used in State operations must come from renewable sources by 2030
- All State vehicle fleets will consist of 100% Zero Emission Vehicles (ZEVs) by 2040[5]
- 11 trillion BTUs of energy savings by 2025 through the NYS BuildSmart Program
- Reduce the use of embodied carbon in materials used in constructing facilities and buildings
- Elimination of single use plastics from State operations

To achieve said goals, EO 22 also introduces new purchasing specifications, operational directives, and reporting requirements that state agencies must follow. As per EO 22, NYSDOT has appointed a Chief Sustainability Officer who is responsible for tracking NYSDOT's progress in meeting the sustainability goals of this executive order.

Statewide and Metropolitan Area Climate Action Plans

There are five Climate Action Plans currently under development in New York State through the US EPA Climate Pollution Reduction Grant Program, which provides funding for the development of plans to reduce greenhouse gas (GHG) emissions across six different economic sectors. One plan covers the entire state, while the remaining four each cover one of the NYS Metropolitan Statistical Areas (New York City, Albany, Rochester, Buffalo). Several of New York State's Metropolitan Planning Organizations (MPOs) are involved in the development of these regional Climate Action Plans.

These Climate Action Plans will be based on the 2010 Regional Greenhouse Gas Inventories that were conducted in each of the ten designated economic development regions within the state. Once these

[5] *Specifically, 100 percent of light-duty non-emergency vehicle fleets will be Zero Emission Vehicles (ZEVs) by 2035 and 100 percent of medium and heavy-duty vehicle fleets will be ZEVs by 2040*

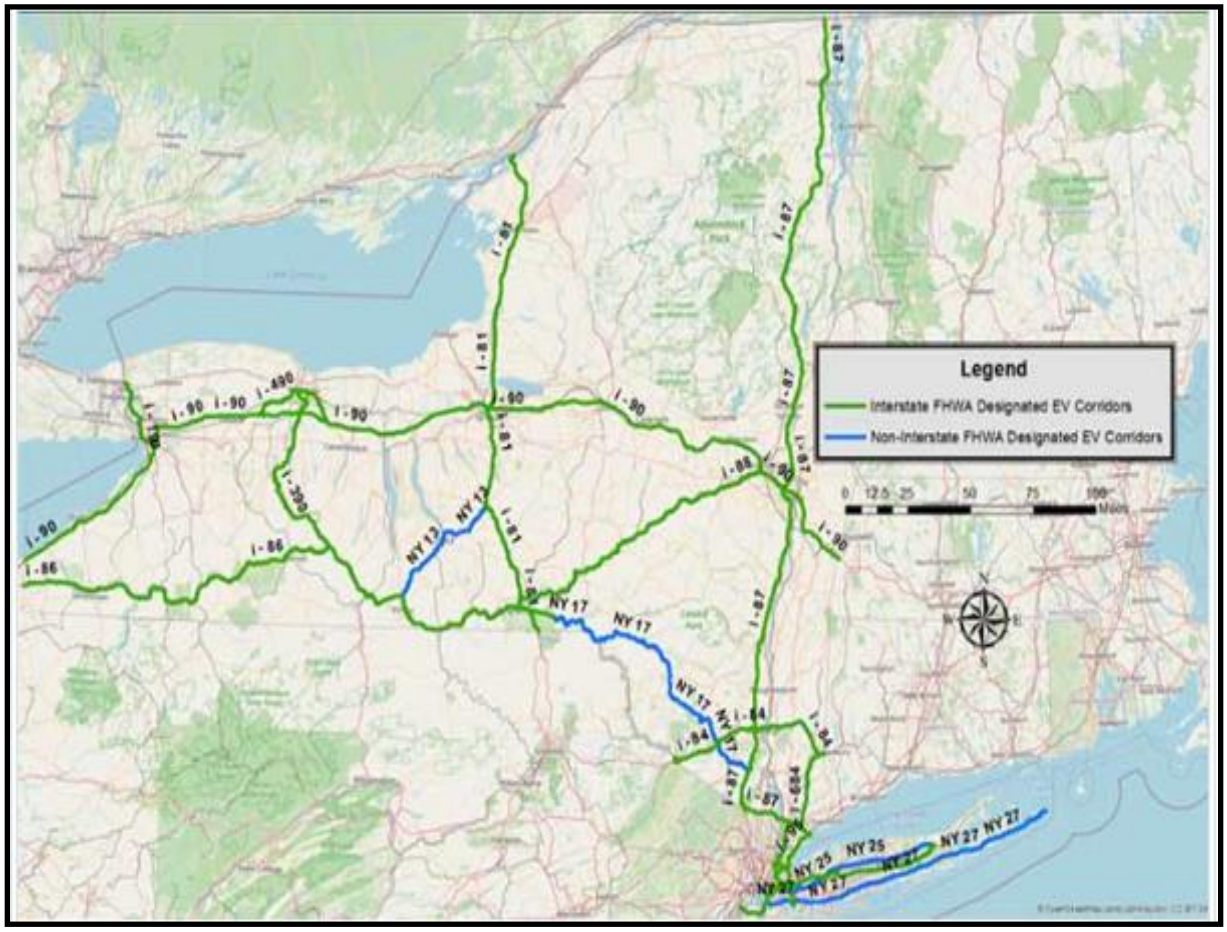
Climate Action plans are finalized in 2024, they will help inform decision making around carbon reduction related actions and efforts to measure the impact of these actions.

New York State National Electric Vehicle Infrastructure (NEVI) Plan

New York State is a participant in the National Electric Vehicle Infrastructure (NEVI) Program that was established by the Infrastructure Investment and Jobs Act in November 2021. NYSDOT submitted the state's NEVI plan in July 2022 and most recently updated it in 2023, with updates to continue an annual basis. The NEVI plan describes how New York State will utilize NEVI funding to build on and complement the state's existing infrastructure and incentive programs related to electric vehicles (EVs). The initial priority of using NEVI formula funding is to support the build out of FHWA designated EV alternative fuel within identified "gap areas" along interstate corridors (see Figure 1 below). NYSDOT is leveraging existing plans and programs to help fill these existing corridor gaps. Once the federally designated alternative fuel corridors are built out, NEVI funding will then be used to support the build out of electric vehicle infrastructure along select New York roadways.

The NEVI Plan provides a complete list of other state programs that are supporting EV expansion (e.g., NYSERDA Charge Ready NY 2.0). The NEVI program as well as other programs support the ZEV expansion element of the CR Strategy by focusing on providing improved access to more EV chargers.

Figure 1: Federally Designated Electric Vehicle Corridors in New York State



New York State Truck Voucher Incentive Program

The New York State Truck Voucher Incentive Program (NYTVIP) is administered by the New York State Energy and Research Development Authority (NYSERDA) and combines funding from the NYSDOT and New York State Department of Environmental Conservation (NYSDEC) to use an innovative voucher design that reduces upfront vehicle cost for fleets. The NYTVIP provides discounts to fleets throughout the state that purchase or lease medium and heavy-duty zero-emission battery electric vehicles (BEV) or hydrogen fuel cell electric vehicles (FCEV). The discount provided by these vouchers is based on a percentage of the incremental cost of the vehicle, which is the difference in cost between the zero-emission vehicle and a comparable diesel vehicle, up to a per-vehicle cap.

Transportation Alternatives and Congestion Mitigation Air Quality Improvement Programs (TAP/CMAQ)

The NYSDOT TAP-CMAQ solicitation[6] is a competitive process administered by NYSDOT on a biennial basis through which municipalities are awarded federal funding for proposed activities on local federal aid roadways that contribute to increasing the use of non-vehicular transportation alternatives, reduce vehicle emissions and/or mitigate traffic congestion. Projects that have been funded through the TAP-CMAQ solicitation in past years include projects that enhance pedestrian and bicycle facilities, expand transit, build bus amenities, enhance system efficiency through signal or intersection improvements, and expand ZEV use and charging infrastructure.

The TAP/CMAQ projects funded through this solicitation process are consistent with several elements of the CR Strategy, including support for active transportation, system efficiency and ZEV expansion. Thus, NYSDOT is utilizing the existing grant solicitation process as a means of distributing CRP funding (allocated to Small Urban areas and areas with populations under 5,000). By including CRP funding in the solicitation, NYSDOT can expand the available funding without substantively adding extra steps to the process. The latest round of project funding was announced in late September 2023 and includes a broad range of eligible projects.

The New York State Climate Smart Communities Program

The Climate Smart Communities Program is an interagency initiative that helps local governments in New York State reduce their greenhouse gas emissions by offering grants, electric vehicle rebates, and free technical assistance. Launched in 2009, the program is administered by the NYS Department of Environmental Conservation (NYSDEC) and co-sponsored by NYSDOT, NYS Energy Research and Development Authority (NYSERDA), the Department of Public Service (DPS), the Department of State (DOS), the Department of Health (DOH), and the NYS Power Authority (NYPA). Municipalities are incentivized to "pledge" to become Climate Smart Communities to increase their scores on grant applications for various state funding programs, such as the NYSDEC Climate Smart Community Grant program.

[6] *Note – The Transportation Alternatives Program (TAP) is now referred to as Transportation Alternatives (TA) at the Federal level, but for consistency purposes NYSDOT continues using the term "TAP" when referring to this solicitation.*

To achieve certification as a Climate Smart Community, a municipality must document that they have completed a minimum number of "actions" from a pre-determined list created by NYSDEC, with applications then reviewed by an interagency team. Many of these actions align with several components of the CR Strategy. They include enhancing transit usage, promoting climate-smart land use policies, EV charging implementation, and enhancing active transportation opportunities.

NYSDOT Transportation System Management and Operations (TSMO) Plan

As described in the 2020 NYSDOT Transportation System Management and Operations (TSMO) Plan, TSMO is a set of strategies that focus on operational improvements that maximize the performance of the existing transportation system without investing in increased physical capacity (ex: adding travel lanes). When implemented, these projects help existing transportation infrastructure to operate more efficiently and with less congestion, which in turn lowers emissions. TSMO strategies, such as traffic signal synchronization, traffic incident management, and Active Transportation Demand Management (e.g., ride share) reduce congestion and improve system efficiency and multimodal safety within a given corridor or region. NYSDOT supports the inclusion of TSMO technologies and actions within the CR Strategy and is working with other transportation operation partners to identify areas of the state that can utilize CRP (Statewide Flex Funds) and other relevant funding for TSMO projects.

New York State Complete Streets Act

The New York State Complete Streets Act was signed in August of 2011 and requires that state, county, and local agencies consider the convenience and mobility of all users (including pedestrians, bicyclists, public transportation riders, motorists, and all other citizens) when developing transportation projects that receive state and federal funding. The Complete Streets Act defines complete streets as including "roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists, and individuals of all ages and abilities." Its intent is to promote the health benefits associated with active forms of transportation while reducing traffic congestion and auto related air pollution, which would in turn reduce carbon emissions. NYSDOT developed a Capital Project Complete Streets Checklist to aid in the implementation of this act.

The improved implementation of the Complete Streets Act combined with additional resources will expand and improve active transportation (human-powered transportation and micro-mobility) to contribute to healthier communities by encouraging physical activity, improving air quality, reducing emissions, and fostering community connectivity. NYSDOT will utilize CRP funds (statewide flex) and other state resources to support community focused active transportation projects. NYSDOT will work with community partners, including MPOs, to prioritize investments in areas that currently have gaps in their active transportation networks and have goals to address connectivity and alternative transportation options, with a particular focus on disadvantaged communities.

New York State Smart Growth Public Infrastructure Policy Act

Passed in 2010, the Smart Growth Public Infrastructure Policy Act (Environmental Conservation Law Article 6) declares a state policy of minimizing sprawl development and maximizing the social, economic, and environmental benefits of "smart growth". The act establishes 11 "Smart Growth Public Infrastructure Criteria" with which any public infrastructure projects must demonstrate consistency, to the extent practicable. It also requires each state infrastructure agency to establish a "smart growth advisory committee" to advise the agency regarding compliance with the act. Notably, The CLCPA Scoping plan recommends that the state should amend and strengthen the State's Smart Growth Public Infrastructure Policy Act to more effectively avoid new state infrastructure spending that would promote sprawl as well as, define and prioritize priority development areas. CLCPA also charges state agencies with promoting and incentivizing Smart Growth. NYSDOT will work in partnership with other state agencies such as Department of State (NYSDOS) to help promote climate smart land use patterns that reduce vehicle dependence and vehicle miles traveled.

New York State Clean Water, Clean Air, and Green Jobs Environmental Bond Act

The Clean Water, Clean Air, and Green Jobs Environmental Bond Act, aka "The Bond Act", was a ballot proposition approved by New Yorkers in November 2022 that makes available $4.2 billion for environmental and community projects that "safeguard drinking water sources, reduce pollution, and protect communities and natural resources from climate change". The Bond Act designates four distinct funding categories for projects: climate change mitigation, restoration and flood risk reduction, water quality improvement and resilient infrastructure, and open space land conservation and recreation. Specifically, up to $1.5 billion is allocated to the "Climate Change Mitigation" category, which includes dedicated funding for emissions reduction projects, such as Green Building projects and implementation of zero emission fleets and infrastructure, that would support elements of the CR strategy.

APPENDIX C: ADDITIONAL PROJECTS ALIGNED WITH THE NYSDOT CR STRATEGY

Several ongoing NYSDOT projects and initiatives that provide emission reduction benefits were referenced in the main body of the CR Strategy document. This appendix lists additional examples of ongoing or recently completed projects that provide emissions reduction benefits and identifies which of the three identified approaches to carbon reduction (listed in Section IV) each project is aligned with. Note this is not a complete list of all ongoing NYSDOT projects that support emission reductions but rather an illustrative sample.

Aligned Strategy	Project Title	Public Description	Project Cost ($)	Letting Date	County
ZEV Adoption or Infrastructure	SCHENECTADY ALTERNATIVE FUEL VEHICLES & CHARGING STATION	This project will establish two new 240 volt charging stations for electric vehicles within the City of Schenectady. Schenectady County	66,981	TBD	SCHENECTADY
Transit/ITS	HUDSON RIVER CORRIDOR BUS RAPID TRANSIT RT. 4 & 32	This project will design new BRT (Bus Rapid Transit) routes along the Hudson River Corridor. These new BRT routes will include NY State Routes 4 and 32.	2,038,000	TBD	Multiple
Active Transportation	RTC/REGIONAL MARKET AREA MOBILITY IMPROVEMENTS, CITY OF SYRACUSE	This project will improve multimodal access in the area surrounding the Regional Market and Regional Transportation Center in the City of Syracuse. It will include improvements to key signalized intersections, sidewalks and multi-use trails to enhance accessibility for the surrounding community.	3,116,000	06/30/2026	ONONDAGA
Active Transportation	CITY OF ITHACA ACTIVE TRANSPORTATION NETWORK PLAN, TOMPKINS COUNTY	This project will create a plan for "urban trail" corridors in the City of Ithaca. "Urban trails" will be traffic-calmed streets that form a network of safe and connected cycling and pedestrian infrastructure.	587,001	TBD	TOMPKINS
ZEV adoption or Infrastructure	RGRTA Hydrogen Fuel Cell Buses and Fueling System	This project involves the purchase of two hydrogen fuel cell 40-ft transit buses, five hydrogen fuel cell vans, and fueling. RGRTA is planning to pilot hydrogen fuel cell vehicles for both fixed route and on demand service to better understand its performance in an operating environment, potentially leading to more options to achieve a 100% zero emission fleet.	6,250,000	07/01/2025	Multiple

Transit/ITS	REGIONAL TRAFFIC OPERATION CENTER OPERATIONS STAFFING 2023	This project will provide funds for the continued operation of the Regional Transportation Operations Center (RTOC). These funds will be used for the NYSDOT staffing of the RTOC; utility costs associated with the operation of ITS and ATMS equipment; facilities costs; ITS and ATMS maintenance; repairs; upgrades, and expansion of the NYSDOT Region 4 ATMS and ITS systems and networks.	1,696,270	10/01/2022	GENESEE , LIVINGSTON , MONROE , ONTARIO , ORLEANS , WAYNE , WYOMING
ZEV Adoption or Infrastructure	ERIE CO - CHARGE ERIE - ELECTRIC VEHICLE CHARGE CHARGE STATIONS	ERIE COUNTY - INSTALLATION OF NEW ELECTRIC VEHICLE CHARGING STATIONS - CMAQ, Erie County will construct electric vehicle charging stations for both government and the public at various County Parks and municipal facilities. These charging stations will serve to increase usage of electric cars reducing greenhouse gas emissions.	323,570	10/19/2022	ERIE
Transit/ITS	BATTERY ELECTRIC BUSES	The NFTA project will purchase nine 40-foot battery electric buses. These buses will replace an equal number of life-expired diesel-fueled buses to help the NFTA reduce ongoing fleet maintenance costs, reduce harmful vehicle emissions , and achieve environmental justice for underserved populations across Western New York in the Buffalo area.	9,900,000	06/15/2024	ERIE, NIAGARA
Active Transportation	WARWICK BIKE ROUTE AND PEDESTRIAN TRAIL	This project will take place in the Town of Warwick, Orange County. It will provide a pedestrian, off-road trail between the Appalachian Trail and the Warwick County Park. This work will include the acquisition of all necessary property and construction of the trail, which will include signs, roadway crossings, pedestrian bridges, and other incidental work. This project will also provide a designated bicycle route within the Town of Warwick which will connect to adjoining facilities in neighboring municipalities. Work will include signage and any necessary highway improvements.	1,613,746	10/20/2023	ORANGE

Transit/ITS	PURCHASE OF (95) 40 FOOT REPLACEMENT BUSES	This project will purchase 95 forty-foot replacement buses for the Westchester County Bee-Line system. These buses have reached the end of their useful life.	43,019,000	TBD	WESTCHESTER
Transit/ITS	NY110 BRT Corridor	This project included Route 110 Bus Rapid Transit (BRT) Corridor (Halesite-Amityville LIRR) to serve major assets and employment generators, and addressed safety, congestions & mobility concerns. Also explored dedicated lanes, queue jumps and transit signal priority in Towns of Huntington and Babylon, Suffolk County.	51,175,000	11/20/2025	SUFFOLK
Transit/ITS	Merrick Ave Signal Expansion	Merrick Ave Signal Expansion - ITS (Information Technology System) upgrade for Merrick Avenue Signal Expansion from Merrick Road to Hempstead Turnpike so signals can be controlled & optimized by the computerized control system. Head replacement to 12 inches for added visibility, traffic flow and safety. Town of Hempstead, Nassau County.	7,640,000	01/23/2024	NASSAU
ZEV Adoption or Infrastructure	Suffolk Co. Transit Battery-Electric Bus Purchase	Suffolk County Transit will purchase approximately thirty (30) battery-electric buses (replacement) and support charging equipment to enable Suffolk County Transit to maintain operating efficiency, capacity and the continued use of alternative fuel to reduce greenhouse gas emissions.	7,821,000	TBD	SUFFOLK
Transit/ITS	CROSS BRONX EXPRESSWAY ACTIVE TRAFFIC MANAGEMENT	This project will provide mobility improvements on the Cross Bronx Expressway through Active Traffic Demand Management strategies along the CBE corridor in the Bronx to enhance safety, mobility, and reliability.	34,247,000	07/25/2024	BRONX
Transit/ITS	IMPLEMENT PERSONAL TRAVEL CHOICE PILOT ON NOSTRAND/ROGERS AV	SMART CHOICE-PERSONAL TRAVEL CHOICE PILOT ON THE NOSTRAND/ROGERS AVENUE CORRIDOR. SELECT BUS (SBS) IS BEING IMPLEMENTED ALONG THIS CORRIDOR. THE PROGRAM WILL ALSO INCREASE AWARENESS OF NEW BRT SERVICE, AND OTHER CHOICES.	2,497,699	TBD	KINGS

ZEV Adoption or Infrastructure	CLEAN TRUCK PROGRAM - CITYWIDE	EXPAND THE NYC CLEAN TRUCK PROGRAM TO PROVIDE FUNDING FOR REPLACING, RETROFITTING, OR REPOWERING (WITH CNG, EV, OR HYBRID) TRUCKS IN INDUSTRIAL BUSINESS ZONES.	22,072,960	TBD	Multiple
ZEV Adoption or Infrastructure	INSTALLATION OF EV CHARGERS FFY25	INSTALLATION OF ELECTRIC VEHICLE CHARGERS - CITYWIDE, FFY 2025. UNDER THE PLUGNYC PROGRAM, L2 EV CHARGERS, DC FAST CHARGERS, AND OTHER EV CHARGING INFRASTRUCTURE WILL BE INSTALLED ALONG CURBS OF ROADWAYS OR IN PARKING FACILITIES. A LARGER NETWORK OF CHARGING STATION SITES WILL INCENTIVIZE THE USE OF ELECTRIC-POWERED VEHICLES AND RESULT IN EMISSIONS REDUCTION BENEFITS.	62,247,440	12/15/2025	Multiple
ZEV Adoption or Infrastructure	INSTALLATION OF EV CHARGERS IN ALL COUNTIES, NYC	This project will install electric vehicle chargers citywide. Under the PlugNYC program, L2 EV chargers, DC fast chargers, and other EV charging infrastructure will be installed along curbs of roadways or in parking facilities. A larger network of charging station sites will incentivize the use of electric powered vehicles and result in emissions reduction benefits.	57,000,000	TBD	Multiple
Active Transportation	AMTRAK RAIL/ LIVINGSTON AVE BRIDGE REPLACEMENT	Replacement of the Livingston Avenue Railroad Bridge with a new draw bridge that will resemble the existing bridge. A multi-use path will be constructed connecting the new Albany Skyway to a trail in the City of Rensselaer.	442,003,000	10/25/2023	ALBANY
Active Transportation	SR 921W/Burrstone Rd. Safety Project T/New Hartford	This project will address crash rates and other safety issues associated with lane configuration, lane geometry, pedestrian and bicycle accommodations, highway lighting, and travel speeds at the intersection of NYS Route 921W (French Rd, Champlin Ave) and Burrstone Rd in the Town of New Hartford, Oneida County.	3,941,000	07/11/2024	ONEIDA

Active Transportation	NORTHEAST GATEWAY INTERMODAL CORRIDOR, CITY OF CORTLAND	This intermodal corridor project will greatly enhance the ability of local residents to safely access transportation options in the City of Cortland. The project will enhance pedestrian/bike access between Yaman Park, the Riverside Commercial area, the Historic Downtown District, and SUNY Cortland.	9,700,000	03/04/2025	CORTLAND
Active Transportation	Medina - Maple Ridge Corridor Active Transportation Project	This project will provide safe and dedicated space(s) for pedestrians and bicyclists along Route 31A in Vil of Medina and the Tn of Shelby, Orleans Co. Work will include adding sidewalks, widening shoulders for pedestrian and bicycle usage, and constructing a pedestrian bridge.	1,367,749	03/05/2025	ORLEANS
Active Transportation	RT 324 SUSTAINABILITY; SHERIDAN PARK TO TONAWANDA TRAIL	Improve the mobility and safety for pedestrians and bicyclists by studying transportation improvements which reduce or eliminate the potential of vehicular conflict with pedestrians and bicyclists and encourage increased multi-modal usage.	1,543,160	01/09/2025	ERIE
Active Transportation	NY 36 HORNELL GATEWAY CONNECTION PROJECT	This project will reconstruct 3.0 miles of pavement on NY 36 from Cass Street, in downtown Hornell, to I-86 in the Town of Hornellsville, Steuben County. Intersection improvements at NY 36 and CR 66 will also provide reduced congestion and increased safety. New pedestrian facilities from Main Street to CR 70A will also provide increased bicycle and pedestrian access along the corridor.	72,100,000	09/23/2026	STEUBEN
Active Transportation	TREADWELL MILLS MILITARY TURNPIKE CORRIDOR PEDESTRIAN & BIKE IMPROVEMENTS	Corridor improvements to include bicycle lanes, curbing, sidewalks, curb ramps, crosswalks and signage. The improvements will provide safer accessible routes for pedestrians and bicyclists in the Treadwell Mills community as well as beautify the area.	2,935,000	11/18/2024	CLINTON

Active Transportation	ROUTE 45 COMPLETE STREETS IMPROVEMENTS	This project will improve transportation infrastructure to optimize the safety of pedestrians through new continuous sidewalks, ramps, and crosswalks along the Route 45 Corridor from Route 59 to West Eckerson Road in the Town of Ramapo, Village of Spring Valley. Traffic signals will be replaced to ensure all intersections are equipped with accessible pedestrian signal equipment and signal retiming will be investigated to improve vehicular and pedestrian safety. Work will also include drainage improvements and roadway realignment.	12,397,793	02/29/2024	ROCKLAND
Active Transportation	RTE 434 GREENWAY: PENNSYLVANIA AVENUE TO MURRAY HILL ROAD	This project provides 2.4 miles of an enhanced bicycle & pedestrian connection between Pennsylvania Avenue (City of Binghamton) and Murray Hill Road (Town of Vestal), Broome County.	31,665,521	09/24/2020	BROOME
Active Transportation	Bicycle/Pedestrian Path Construction LIRR Amityville - TAP	The proposed project plans to construct a shared use path that will connect NY110 to the Long Island Rail Road Amityville Station. The new off-road segment will create a defined path for pedestrians and bicycles from NY110 to John Street, approximately 500 feet, by repurposing an underutilized right of way. This will provide an accessible, well-lighted route from the main business district to the Long Island Rail Road Station and include wayfinder signage to support walkability and encourage alternative forms of transportation. A barrier is needed to define the bike path/pedestrian walkway and separate the path from neighboring properties as well as the area under the Long Island Rail Road in the Village of Amityville, Town of Babylon, Suffolk County.	499,000	11/01/2023	SUFFOLK
Active Transportation	SAFE ROUTES FOR NON-DRIVERS - ROCKAWAY BLVD	SAFE ROUTES FOR NON-DRIVERS - ROCKAWAY BLVD: IMPROVE PEDESTRIAN INFRASTRUCTURE ON VISION	401,000	06/09/2022	QUEENS

		ZERO PRIORITY CORRIDORS AND CREATE CONCRETE PEDESTRIAN ISLANDS AT ROCKAWAY BLVD FROM NASSAU EXPRESSWAY TO ATLANTIC AVE TO IMPROVE SAFETY & REDUCE INJURIES IN QUEENS (TAP 2019)			