Final Technical Advisory Committee Meeting
October 16, 2013
Meeting Agenda

1. Project Recap – G. Bogacz
2. Revisiting a Greenway Option – P. Elston
3. Discussion of the Process Going Forward -- ALL
1. PROJECT RECAP
New York Metropolitan Transportation Council
Project Steering Committee

- NYC Departments of Transportation, City Planning and Parks and Recreation
- City of Yonkers Planning Department
- Westchester County Departments of Planning, Public Works and Transportation, and Parks
- MTA Metro-North Railroad and MTA Bridges & Tunnels
- New York State Department of Transportation
- National Railroad Passenger Corporation (Amtrak)
• Close the gap between the Manhattan Waterfront Greenway in northern Manhattan and the Old Croton Aqueduct Trail in southwest Yonkers.
• Define a multi-purpose path as close to the waterfront as possible.
STAGING PLAN for the Preferred Routing

Stage One: 1-3 Years
Stage Two: 3-10 Years
Stage Three: 10+ Years
STAGING PLAN

STAGE ONE: 1-3 YEARS

Legend:
- Existing Off-Street Greenway
- Existing On-Street Greenway
- Existing Facility
- Proposed Off-Street Greenway
- Proposed On-Street Greenway

- Existing Old Croton Aqueduct Trail
- Ashburn, Woodworth Ave - Ravine Ave Park & Trevor Park Connection
- Alexander St Corridor
- Buena Vista Corridor
- Valentine Lane, Sunnyside Drive
STAGING PLAN

STAGE TWO: 3-10 YEARS
STAGING PLAN

STAGE THREE: 10+ YEARS
COST ESTIMATES for the Preferred Routing
1. Inwood Hill Park Stairs: $500,000
2. Henry Hudson Bridge Cantilevered Side Path: $30M
3a. Kappock St/Palisade Ave: $200,000
4. Riverdale Park Waterfront Path and 232 St Connector: $22M
6. North Riverdale Waterfront: $22M
Cost Estimates for Preferred Routing

YONKERS

9. Yonkers Connector via Fernbrook St and Ludlow St: $2M
11. Buena Vista Corridor: $1.5M
13. Alexander St Corridor: $5M
14. JFK Memorial Dr-Warburton Ave Connection: $130,000
2. REVISITING A GREENWAY OPTION
3. DISCUSSION OF THE PROCESS GOING FORWARD
REGIONAL TRANSPORTATION PLAN (defines long-range needs)

PROJECT PLANNING AND IMPLEMENTATION (implements improvements)

UNIFIED PLANNING WORK PROGRAM AND MEMBERS’ PLANNING (defines the improvements)

TRANSPORTATION IMPROVEMENT PROGRAM (defines schedule and funding)

CONGESTION MANAGEMENT PROCESS AND REGIONAL EMISSIONS ANALYSIS (analyzes impacts)

PLANNING PROCESS
FFY 2014-2018 TIP Summary
(all program amounts in Year of Expenditure dollars)

• Full TIP
  – 1,338 projects
  – $31.7 billion programmed (not including prior obligations)
    • $10.2B Federal
    • $1.4B State
    • $20.1B Local

• Lower Hudson Valley
  – 390 Projects
  – $6.4B

• Long Island
  – 430 Projects
  – $5.5B

• New York City
  – 518 Projects
  – $19.8B
FFY 2014-2018 TIP Summary
Modal Funding Split

- HIGHWAY: $11,877.462 (37%)
- TRANSIT: $19,827.773 (63%)

In millions of YOE dollars
FFY 2014-2018 TIP Summary
System Enhancement Projects in the TIP

TOTAL PROJECTS PROGRAMMED
- SP PROJECTS, 1,270, 95%
- SE PROJECTS, 68, 5%

TOTAL FUNDING PROGRAMMED
- SP FUNDING, $22.455, 71%
- SE FUNDING, $9.245, 29%

SP = System Preservation
SE = System Enhancement*
FFY 2014-2018 TIP Summary
System Enhancement Projects in the TIP

Programmed Projects by Subarea

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<th>Subarea</th>
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<td>Lower Hudson Valley</td>
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Programmed Funding by Subarea

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<td>Lower Hudson Valley</td>
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SP = System Preservation
SE = System Enhancement