

Suffolk County Route 110 Bus Rapid Transit (BRT) Project

**Action Long Island
Strategy Meeting
Farmingdale State College**



Suffolk County Transit

Tuesday, June 23, 2026

Why NYS Route 110 for Bus Rapid Transit?

- Route 110 lacks a rapid north-south transit link
- Multi-modal connections with all three LIRR branches in Suffolk County
- Route 110 Corridor Key Economics:
 - Over **6,000 businesses** with nearly **92,000 employees**
 - Over **45,000 residents** and a median household income of **\$135,929**
 - Over **\$681,000** per year in retail spending including food services and drinking places
 - Retail spending potential **41% higher** than national average

Source: U.S. Census, ESRI Business Analyst



Farmingdale State College - SUNY



Farmingdale LIRR Station

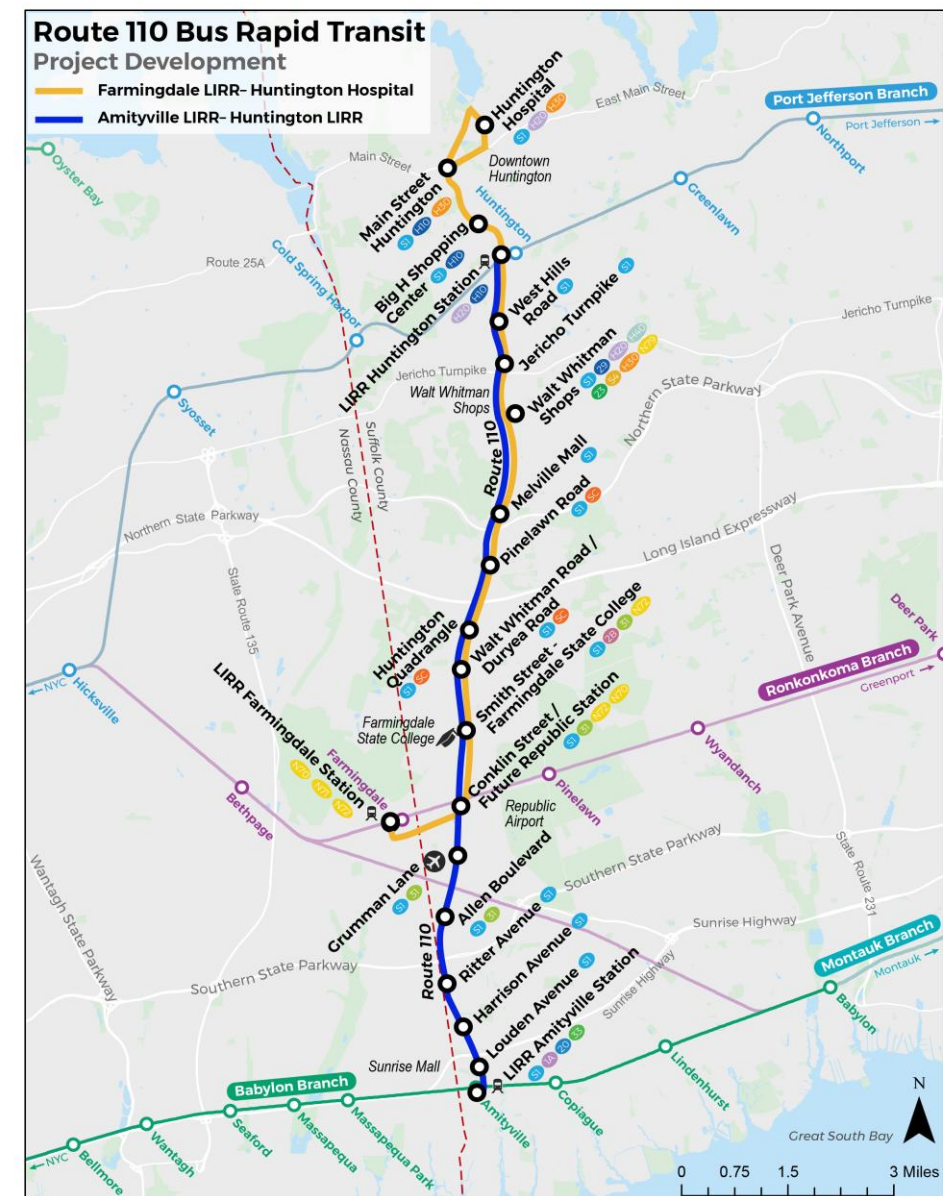
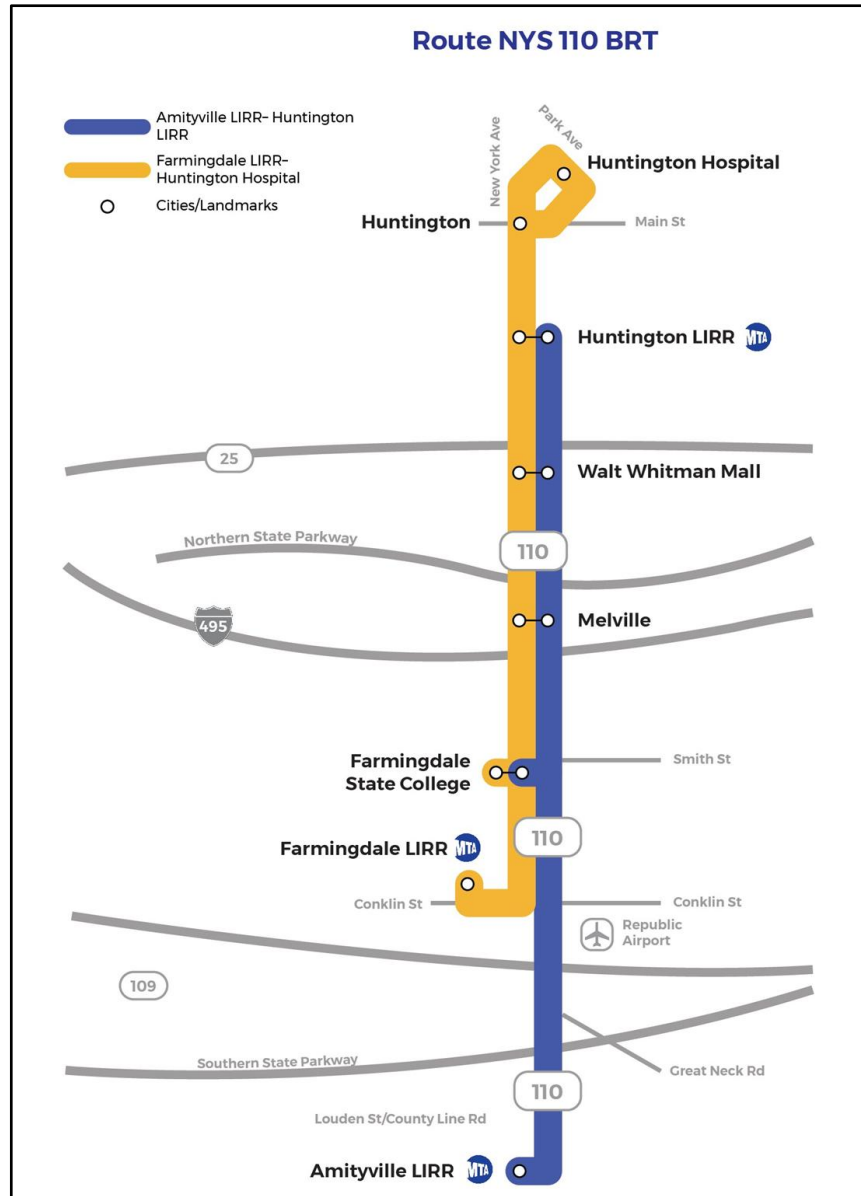


Walt Whitman Shops



Route 110-Broadhollow Rd

Route 110 BRT Route Alignment

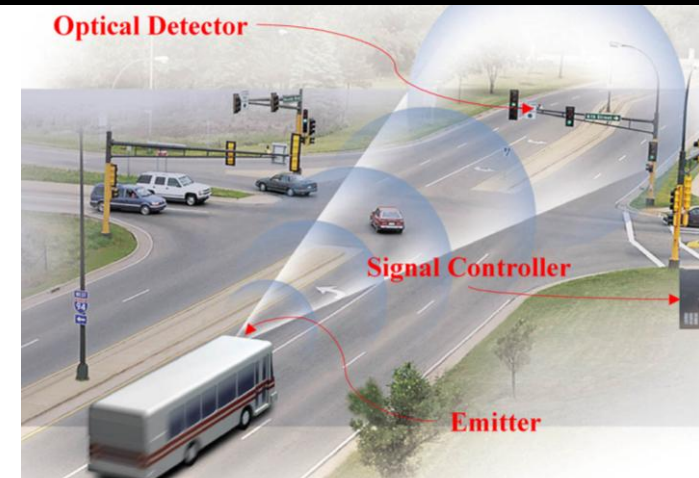


Route 110 BRT Project Work

- Route alignment, station locations, and planned operations
- 30% Corridor Design
- Preliminary traffic analysis and TSP feasibility testing
- Categorical Exclusion issued by FTA Q2 2026
- Updated traffic data
- NYSDOT Region 10 Coordination
- Stakeholder Engagement (Technical Advisory Committee)
- Public Outreach



Example of BRT Level Boarding at Station



Example of Transit Signal Priority (Illustrative)

Feasibility Study
(2010)

Alternatives
Analysis (2015)

Preliminary Engineering and
Environmental Review
(2023)

Final Design

Funding and
Construction

How Action Long Island can support BRT



Stay Up to Date with Project Information



Join Future Public Meetings or Information Sessions



Support the Route 110 BRT Project

- Spread the news with your professional networks and business community
- Join Suffolk County letter-writing campaigns for project advocacy and any grant funding pursuits
- Promote initiatives for better public transportation including the first-ever BRT system in our region!

**Route 110 BRT
Project Website**



Thank you!

