

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettinger
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

**RESOLUTION #383
AMENDMENTS TO THE FEDERAL FISCAL YEARS (FFYs) 2014-2040 REGIONAL
TRANSPORTATION PLAN (*PLAN 2040*)**

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is a regional council of governments which is the metropolitan planning organization for New York City, Long Island and the Lower Hudson Valley; and

WHEREAS, pursuant to 23 U.S.C. 450.322, NYMTC is responsible for the development of a Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC's current *Plan 2040* was adopted by the Council on September 4, 2013, having addressed all federal planning requirements set forth in 23 U.S.C. 450.322; and

WHEREAS, Chapter 2, Section 5 of *Plan 2040* describes "Resiliency and Climate Adaptation Strategies for the NYMTC planning area and needs to be amended, as shown in Attachment 1 of this resolution; and

WHEREAS, Chapter 6 of *Plan 2040* forecasts anticipated financial resources and needs for the NYMTC planning area through the Plan's horizon year and includes a long-range financial assessment which defines the Plan's fiscal constraint parameters; and

WHEREAS, mobility, safety and traffic projects which currently appear in NYMTC's FFYs 2014-2018 Transportation Improvement Program are reflected as "minor projects" in Table 3, Chapter 6 of *Plan 2040*; and

WHEREAS, the costs of some of these projects have been recently adjusted and consequently Table 3 needs to be adjusted as shown in Attachment 2 of this resolution; and

WHEREAS, highway and bridge projects with totals costs of \$100 million or more are reflected as "major projects" in Appendix 9 of *Plan 2040*; and

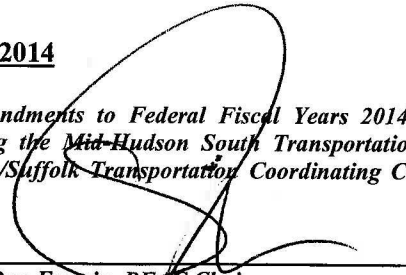
WHEREAS, the New York City Department of Transportation is undertaking the replacement of the Harlem River Drive Project Including Replacement of Existing Viaduct at an estimated total cost of \$143.4 million, and therefore, this project as described in Attachment 3 of this resolution should now be included in Appendix 9 of *Plan 2040*.

NOW, THEREFORE, BE IT RESOLVED, that *Plan 2040* is amended to reflect the changes described above as presented in attachments 1, 2 and 3 to this resolution.

This resolution shall take effect on the 19th day of June, two thousand and fourteen.

ADOPTED: June 19, 2014

"I hereby certify that the above is a true copy of Resolution #383, Amendments to Federal Fiscal Years 2014-2040 Regional Transportation Plan, and was motioned by Ms. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee and seconded by Mr. Robert Brickman, representing the Nassau/Suffolk Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."


Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

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Attachment 1 – Resolution 383, June 19, 2014

Revisions to Plan 2040 Sections

Chapter 2 Section 5: Resiliency and Climate Adaptation Strategies

Page 2-30 Second Paragraph the highlighted text is added:

The most significant environmental effects of climate change that will impact New York State are summertime droughts and coastal inundation. The latter is a particular concern for New York as it has the second-highest coastal population of any state in the country, 70 much of which is concentrated in the NYMTC planning area. Climate adaptation plans for New York City, whose 520-mile-long coastline includes vital transportation infrastructure, must be implemented to sustain this economic hub. Recent storms that have impacted the NYMTC planning area have revealed how vulnerable our transportation system really is. In the fall of 2012, Hurricane Sandy made landfall in the northeastern United States, killing well over 100 people and causing tens of billions of dollars in damage to infrastructure, businesses, and residences in several states, particularly New York and New Jersey. According to the U.S. Geological Survey (USGS) the largest storm surge in the region was in Long Beach, Nassau County, where it exceeded seventeen feet. Other areas of the region saw the storm surge reach fourteen feet, where it submerged coastal roadways, undermined roadbeds and sea walls and flooded subway and auto tunnels. Most subway lines in New York City were closed for several days and some stations did not re-open for months. The damage to MTA property caused the agency to make plans to sell \$4.8 billion in bonds in order to cover the costs of repairs.⁷¹ The impacts of Hurricane Sandy, as well as Tropical Storm Irene in 2011, suggest that transportation infrastructure must be better equipped to handle the effects of extreme weather events in future plans.

Page 2-30 Fifth Paragraph – the highlighted text is added

At the local level, New York City created *PlaNYC* in 2007 in part to address challenges brought on by climate change. The report includes recommendations to increase transportation options; measures to combat congestion such as modifications to freight movement; and maintaining and improving the physical conditions of roads and the transit system so they can accommodate more users safely. After Sandy, New York City formed the Special Initiative for Rebuilding and Resiliency and charged it with producing a plan to provide additional protection for New York's infrastructure, buildings, and communities from the impacts of climate change. The result of this effort is A Stronger, More Resilient New York which is a roadmap for creating a sustainable 21st century New York. New York City is pursuing a range of strategies to promote resiliency in conjunction with transportation investments:

- Reduce potential for street flooding (caused by either coastal or overland flooding) and disruption of transportation where feasible through raising of streets, drainage improvements, etc.
- Reinforcement of key access routes or improvements to transportation connectivity in coastal areas, improving emergency response, evacuation, and post-storm access to resources and services

- Protection of key transit and other transportation assets (e.g., railyards, tunnels)
- Reinforcement of existing peripheral roadways and street ends vulnerable to flooding and erosion to preserve continuity of transportation access and prevent damage or disruption inland
- Coordination with other area capital projects to incorporate resilience or provide co-benefits where possible (e.g., use transportation structures to provide a degree of coastal protection, or public amenities)
- Identify opportunities for additional ferry service to complement other modes and improve post-storm transportation capacity.
- Install, and establish clear procedures for the installation of footings or anchors for deployable flood control devices in public rights-of-way
- Where appropriate and feasible, accommodate elevate walkways within the public right of way to provide access to buildings that have been elevated for flood protection

Page 2-31 Second Paragraph – the highlighted text is added:

Westchester County is undertaking various initiatives to adapt services and infrastructure to address the increasing severity and frequency of storms such as Sandy, including identifying detours for bus routes and developing flood mitigation plans to minimize roadway closures. The county will continue to make full use of its Emergency Operations Center to facilitate up-to-date communication among transportation agencies, first responders and utility companies, and work with them to direct resources to the areas of greatest need. In addition, the County plans to enhance communications protocols for informing the public.

Page 2-31 – New text to be inserted after paragraph three

Nassau County's post-Sandy efforts have focused on being better prepared for future severe storms and on making the infrastructure stronger and more resilient. A key initiative is the major program to upgrade and "weather-proof" the County's most vulnerable sewage treatment plants, and the County has received roughly \$830 million in Federal funds for this effort. Nassau is also working with the City of Long Beach to develop a more regional approach for better managing their sewage treatment plant through major weather events. On the highway side the county has completed upgrades to many roads severely damaged by Sandy, most notably West Shore Road. The County also replaced 130 traffic signals that were damaged by Sandy, and embarked on a program to have generators available to keep 300 key traffic signals operating during power outages. Nassau County is also working closely and aggressively with New York State on finding grant funds for projects to improve drainage, storm water quality and targeted roadway improvements. On the transit side, the Nassau Inter County Express (NICE) had to replace damaged facility items as a direct result of severe and sustained winds from Sandy. Work was performed at all operating facilities - Mitchel Field, Rockville Centre, Stewart Avenue, and the Hempstead Transit Center. The scope of work included debris removal, fence repairs, light pole repair, door repair, and roof repairs, with all projects completed by December 2013.

Attachment 2: PFAC Resolution 383 of June 19, 2014

Changes in Projects

CHANGES TO MOBILITY, SAFETY, TRAFFIC PROJECTS ON TIP (IMPACTING TABLE 3 IN CHAPTER 6 OF PLAN 2040)				
Lower Hudson Valley				
RTP PIN	LHV PIN	AGENCY	DESCRIPTION	Difference from previous TIP (in Millions)
MHSWC2136C	804410	NYSDOT	ROUTE 138/ROUTE 100 INTERSECTION SLIP RAMP SAFETY IMPROVEMENTS	0.054
MHSWC2137C	809944	NYSDOT	SAFETY IMPROVEMENT: CROSS COUNTY PARKWAY OVERHEAD SIGN	0.164
MHSRC2202C	878028	LOCAL		1.693
MHSWC2203C	893225	NYSDOT	CLEVELAND STREET @ METRO-NORTH RR GRADE CROSSING IMPROVEMENTS.	0.264
TOTAL CHANGE FROM PREVIOUS VERSION OF TIP (SYSTEM ENHANCEMENTS)				2.175
CHANGES TO PROJECTS LISTED IN PLAN 2040 (APPENDIX 1)				
RTP PIN	PIN	AGENCY	DESCRIPTION	Difference from previous Plan (in Millions)
MHSPC694C		NYSDOT	VARIABLE MESSAGE SIGN INSTALLATIONS	-10.00
NSSC645C		NYSDOT	NY 25 - NY 111 TO NY 347 - OPERATIONAL IMPROVEMENTS	-20.00
NSNC2011V		NASSAU	NASSAU COUNTY COASTAL EVACUATION ROUTES PROJECT	None. Vision Project Deleted
TOTAL CHANGE FROM PREVIOUS VERSION OF PLAN (SYSTEM ENHANCEMENTS)				-30.00

Revised Table 3 Chapter 6

TABLE 3 - SYSTEM ENHANCEMENTS (estimated costs in billions of YOE dollars)											
Plan #/PIN #	Category/Item	Pre 2014	Total \$5 programmed (post 2014)	Fund source	2014-2018	2019-2023	2024-2028	2029-2033	2034-2038	2039-2040	COMMENTS
Minor Projects											
			\$ 2.875	Reasonably expected	\$ 1.483	\$ 1.392					
				Project-specific	\$ -	\$ -					
Major Projects (Itemized)											
PIN: G609/01/AA 09	MTA LIRR East Side Access Project	\$ 5.526	\$ 1.860	Reasonably expected							Funding includes Federal and MTA. \$5.526 bn obligated prior to 2014. Years 2014-2018 total includes Federal \$633.424 million for 2014 and \$215.000 million for 2015
				Project-specific	\$ 1.860						
PIN: X82266	Moynihan Station Phase 1	\$ 0.016	\$ 0.067	Reasonably expected	\$ 0.067						
				Project-specific	\$ -						
PIN: X77/04/	Goethals Bridge Replacement		\$ 1.500	Reasonably expected	\$ -						Project-specific funding to include public-private partnership (\$1B) and federal credit (\$500M)
				Project-specific	\$ 1.500						
PIN: L603/04/ TX 03 PLAN: NSMC795C	MTA LIRR Ronkonkoma Branch 2nd Track	\$ 0.009	\$ 0.129	Reasonably expected	\$ 0.129						
				Project-specific	\$ -						
PIN: X76416; PLAN: NYCM8247C	Manhattan Bridge Cables & Suspenders		\$ 0.388	Reasonably expected	\$ 0.085	\$ 0.303					
				Project-specific	\$ -	\$ -					
PIN: X09629	Bayonne Bridge Clearance Project		\$ 1.000	Reasonably expected	\$ -						Project-specific funding is agency capital funding
				Project-specific	\$ 1.000						
PIN: 005418, 005409, 0T2155, 005410, 0T2156, 005412, 0T2493, 005411, 0T2305; PLAN: NSSC646C, NSSC647C, NSSC649C, NSSC1597C, NSSC1598C, NSSC1599C, NSSC1600C, NSSC1603C, NSSC1604C	NY Route 347 Safety, Mobility and Environmental Improvements	\$ 0.152	\$ 0.855	Reasonably expected	\$ 0.049	\$ 0.204	\$ 0.326	\$ 0.275			
				Project-specific	\$ -	\$ -					
PIASE 2 PIN: X72977; PLAN: NYCM8569C; NYCM8571C	Kosciuszko Bridge Replacement Project	\$ 0.686	\$ 0.290	Reasonably expected	\$ 0.290						
				Project-specific	\$ -						
PIN: X77283; PLAN: NYCD1686C	Ed Koch Queensboro Bridge Seismic Retrofit		\$ 0.150	Reasonably expected	\$ 0.125	\$ 0.025					
				Project-specific	\$ -	\$ -					
PIN: G610-01AA	MTA NYCT Second Avenue Subway Phase 1	\$ 1.126	\$ 0.804	Reasonably expected	\$ -						
				Project-specific	\$ 0.804						
PIN: TN05_SECAVESUB; PLAN: NYCM2013C	MTA NYCT Second Avenue Subway Phase 2-4		\$ 12.776	Reasonably expected	\$ -	\$ -	\$ -	\$ -	\$ -		Project-specific funding to include agency capital funding (\$6.39B) and federal discretionary (\$6.39B)
				Project-specific	\$ 1.836	\$ 1.836	\$ 2.480	\$ 4.416	\$ 2.208		
PIN: 8T2101; PLAN: MHSMC1590C	Tappan Zee Hudson River Crossing Project	\$ 1.200	\$ 3.900	Reasonably expected	\$ -						Project-specific funding to include agency bonding (\$2.7B) and federal credit (\$1.2B)
				Project-specific	\$ 3.900						
	Transportation Demand Management		\$ 0.286	Reasonably expected	\$ 0.036	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	\$ 0.050	
				Project-specific	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PLAN: NYCM8584C	Bus Rapid Transit Routes in New York City		\$ 0.180	Reasonably expected	\$ 0.180						
				Project-specific	\$ -						
Totals		\$ 8.714	\$ 27.060	Reasonably expected	\$ 2.264	\$ 2.154	\$ 0.376	\$ 0.325	\$ 0.050	\$ 0.050	
				Project-specific	\$ 10.900	\$ 1.836	\$ 2.480	\$ 4.416	\$ 2.208	\$ -	

Attachment 3: PFAC Resolution #383 of June 19, 2014

Project Name: Harlem River Drive Project Including Replacement of Existing Viaduct – between the RFK Bridge & Third Avenue Bridge
Purpose & Need Replacement of an approximately 1,000 foot section of the Harlem River Drive (HRD) extending from the Robert F. Kennedy Bridge at East 123rd Street northward to approximately 200 meters north of the Third Avenue Bridge at Lexington Avenue in Manhattan. This project will eliminate structural deficiencies and provide safety improvements, including standard travel lanes, shoulders and sight distance
Project Description: The HRD section within the project limits has two entrance ramps, one providing southbound access from the Third Avenue Bridge and one providing northbound access from East 127th Street; and three exit ramps, from northbound HRD to East 127th Street; from southbound HRD to Second Avenue, and from southbound HRD to the Robert F. Kennedy Bridge. The HRD section carries 97,483 vehicles daily with 3 lanes in the southbound direction and 2 lanes plus a wide striped shoulder in the northbound direction. This New York City Department of Transportation (NYCDOT) project includes: replacement of the existing Viaduct; installation of a new left hand exit for SB HRD at 127th St; safety improvements along the corridor through the construction of geometric modifications that will improve sight distance, horizontal alignment, vertical alignment and inadequate lane and shoulder widths; and landscape restoration
Alternatives Considered 1. Do nothing 2. Replacement of the existing viaduct including safety improvements and landscaping restoration
EJ-Environmental-Historic Preservation Implications No significant environmental impacts. No EJ or historic preservation implications
Other Information Fed ID# X071(483) State ID# X071.48 NYC Project ID# 84113MNBR710 On September 19, 2011, the project was determined to be NEPA Class II (Programmatic Categorical Exclusion) under USDOT Regulation, 23 CFR 771. New York City Environmental Quality Review Type II Determination was made by NYCDOT on August 19, 2011. The project's bid opening is scheduled for July, 2014. This construction is estimated to take 39 months with completion around December 2017. New York State DOT Design Approval was granted on July 18, 2012
Project Sponsor: NYCDOT Total Projected Cost (\$M): \$143.4 Projected Completion: December 2017