RESOLUTION #467
VARIous AMENDMENTS TO THE FISCALy-CONSTRAINED AND VISION ELEMENTS OF THE FEDERAL FISCAL YEARS (FFYs) 2018-2045 REGIONAL TRANSPORTATION PLAN (PLAN 2045)

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 CFR 450.324, NYMTC is responsible for the development of a transportation plan that includes both long-range and short-range strategies/actions for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand; and

WHEREAS, NYMTC's current Plan 2045, entitled Maintaining the Vision for a Sustainable Region, was adopted by the Council on June 29, 2017, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS, per 23 CFR 450.324 (f)(11), Plan 2045 includes a financial plan that demonstrates how the adopted transportation plan can be implemented (i.e., a fiscally-constrained element); and

WHEREAS, the fiscally-constrained element includes all projects and strategies proposed for funding under Title 23 U.S.C., Title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation; and

WHEREAS, per 23 CFR 450.324 (f)(11)(vii), Plan 2045 includes additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., a vision element); and

WHEREAS, the vision element includes, for illustrative purposes, additional projects, programs, concepts, strategies, as well as future study areas and emphasis areas; and

WHEREAS, following interagency consultations, three major metropolitan transportation investments, as described in attachments 1 through 3 to this resolution, are proposed to be added to the fiscally-constrained element of Plan 2045; and

WHEREAS, NYMTC staff has determined that the proposed funding will maintain the fiscal constraint of the financial plan, as presented in Attachment 4 to this resolution; and

WHEREAS, following interagency consultations, a new Coordinated Development Emphasis Area, as described in Attachment 5 to this resolution, is proposed to be added to the vision of Plan 2045.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2045 is amended to add the major metropolitan transportation investments and Coordinated Development Emphasis Area described in the attachments to the relevant elements of Plan 2045.

This resolution shall take effect on the twenty-eighth day of June two thousand and eighteen.

ADOPTED: June 28, 2018

“I hereby certify that the above is a true copy of Resolution #467, Amendments to the Fiscally-Constrained and Vision Elements of the Federal Fiscal Years 2018-2045 Regional Transportation Plan (Plan 2045), and was motioned by Mr. Robert Brockman, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mr. Patrick Gerdin, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously.”

Ron Epstein, PFAC Chair
ATTACHMENT 1 – RESOLUTION #467
Statement of Approach – Major Metropolitan Transportation Investment

Project Name: Van Wyck Expressway (Interstate 678) Capacity and Access Improvement to JFK Airport

Sponsoring Agency: New York State Department of Transportation

Purpose & Need: The VWE is the major transportation corridor providing access to and from JFK Airport. JFK Airport is a major international gateway to the United States, with 70 carriers serving 100 international non-stop destinations. Overall, the airport handles 58.9 million passengers with over 400,000 aircraft operations annually and is one of the world’s leading international air cargo centers. According to the January 2017 JFK Airport Vision Plan, the number of passengers at JFK Airport is expected to grow by nearly one-third to a total of over 75 million passengers by 2030. The VWE also serves as the major route for commercial truck traffic to get to and from the airport, with trucks accounting for eight percent of morning peak volume and five percent of evening peak volume on I-678.

The purpose of the Project is to provide increased capacity on the Van Wyck Expressway (VWE) between the Kew Gardens Interchange (KGI) and John F. Kennedy (JFK) International airport to improve vehicular access to and from the airport. In addition, the Project will address operational, geometric, and structural deficiencies on the VWE between KGI and JFK Airport.
ATTACHMENT 1 – RESOLUTION #467
Statement of Approach – Major Metropolitan Transportation Investment

Alternatives Considered:
No Build Alternative
The No Build Alternative assumes no improvements in the project area other than those planned by others or implemented as part of routine maintenance. Although the No Build Alternative does not meet the project purpose and objectives, the National Environmental Policy Act (NEPA) requires that it be evaluated in the Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS). The No Build Alternative serves as the baseline condition against which the potential effects of the Build Alternative are evaluated.

Build Alternative
The Build Alternative would add a fourth lane in each direction between the KGI and JFK Airport. The additional lane in each direction would be a managed use lane (MUL) with High Occupancy Vehicle (HOV) restrictions. Truck use would be prohibited within the proposed MULs. Occupied taxis, for-hire vehicles (FHV), and buses would be allowed to use the MULs. Both new MULs would be on the left side of the highway, separated from the existing General Use Lanes (GULs) by a two-foot wide striped buffer. Vehicles in the southbound MUL would travel to JFK Airport, with no intermediate entrance or exit points to or from the MUL. Similarly, vehicles in the northbound MUL would travel from JFK Airport to the KGI with no intermediate entrance or exit points to or from the MUL.
The Build Alternative would employ Active Traffic Management strategies to improve efficiency during peak periods and during incidents. These strategies could include the following:

- Dynamic Lane Use Control to control the use of lanes to manage incidents and congestion through changeable signs and variable message signs (VMS)
- Dynamic Speed Control to provide variable speed advisory to control traffic flow during high congestion with queueing or during incidents
- Queue Warning to improve safety and warn drivers of congestion ahead by VMS

The following two options are being considered for the Build Alternative:
Build Alternative Option 1: High Occupancy Vehicles 2+ (including Occupied Taxi + For-Hire Vehicles)
Under this option, the MULs would be HOV 2+, requiring a driver plus at least one passenger. Occupied (defined as having at least one passenger besides the driver) taxis, FHV, and buses would also be allowed in the MUL.

Build Alternative Option 2: High Occupancy Vehicles 3+ (including Occupied Taxi + For-Hire Vehicles)
Under this option, the MULs would be HOV 3+, requiring a driver plus at least two passengers. Occupied taxis, FHV, and buses would also be allowed in the MUL.
The construction of the MUL in each direction would provide increased capacity on the VWE between the KGI and JFK Airport to improve vehicular access to and from JFK Airport. Geometric and operational deficiencies of the VWE entrance and exit ramps would be addressed by relocating or closing some ramps, lengthening weaving sections, and relocating.
some exit ramps further away from the intersection along the service road. The reconstruction of all the bridges on or crossing over the VWE within the project limits would address the structural deficiencies presently on those bridges.

**EJ-Environmental-Historic Preservation Implications:** A preliminary assessment using U.S. Census Bureau data from 2015 indicates that low income and/or minority populations are present within the Study Area. The DDR/DEIS will include an assessment of whether the Project would result in disproportionately high and adverse impacts on minority and/or low-income (environmental justice) populations, in compliance with U.S Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. “The Project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act, and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, defined as “any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places” (36 CFR Part 800.16(l)(1)), and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment. The effects of the Project on historic properties and archaeological resources will be evaluated under the Section 106 process during the development of the DDR/DEIS, with the goal of identifying measures to avoid, minimize or mitigate any adverse effects.

Known properties listed or eligible for inclusion in the National Register of Historic Places identified within and in the vicinity of the Study Area include:

- Bridge Identification Numbers: 7066688, 7076800, 7076810 (Long Island Railroad near Jamaica)
- Maple Grove Cemetery

**Total Projected Cost ($M): $1.22B**

**Anticipated Fund Sources & Amounts:** New York State PIT Fund - $240M; State Dedicated Fund - $980M

**Projected Completion Year:** 2024
ATTACHMENT 2 – RESOLUTION #467
Statement of Approach – Major Metropolitan Transportation Investment

Project Name: Hunts Point Interstate Access Improvement Project

Sponsoring Agency: New York State Department of Transportation

Purpose & Need: The Hunts Point Peninsula is located in the South Bronx, New York, and is home to the Hunts Point Food Distribution Center, the largest food distribution facility in the nation. The Hunts Point Peninsula is also home to many industrial and commercial properties outside of the food distribution center. There is also a residential area in the northeastern portion of the peninsula. To access the food distribution center, vehicles must exit the interstate highway network and use local streets. The needs for the project are to improve access to and from the Hunts Point Peninsula and the Hunts Point Food Distribution Center/commercial establishments, to address the existing non-standard geometric features of the Bruckner/Sheridan Interchange to improve operations, and to address infrastructure deficiencies on the Bruckner Expressway viaduct and ramps and truss bridge carrying westbound Bruckner Expressway and Bruckner Boulevard over Amtrak.

The purpose of the project is to provide improved access between the Hunts Point Peninsula and the Sheridan and Bruckner Expressways for automobiles and trucks traveling to and from the commercial businesses located on the peninsula. In addition, the project will address structural and operational deficiencies related to the existing infrastructure within the established project limits.

Project Description: Hunts Point Interstate access improvement project from Bruckner Sheridan Interchange to East 141st Street will reconstruct the Bruckner Expressway viaduct and construct new ramps to Edgewater road and Leggett Avenue to provide direct Interstate highway connection to Hunts Point Market, thereby reducing congestion on local streets.

Alternatives Considered:
No Build Alternative
The No Build Alternative assumes no improvements in the project area other than those planned by others or implemented as part of routine maintenance. Although the No Build Alternative does not meet the project purpose and objectives, the National Environmental Policy Act (NEPA) requires that it be evaluated in the Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS). The No Build Alternative serves as the baseline condition against which the potential effects of the Build Alternative are evaluated.

Build Alternative
The Build Alternative would improve vehicular access to the Hunts Point Food Distribution Center via the Bruckner Expressway and Sheridan Boulevard by constructing a split interchange at Edgewater Road and Leggett Avenue, see figures below. Two new ramps (Ramps BL and LB) to and from the westbound Bruckner Expressway would be constructed at Leggett Avenue, allowing westbound Bruckner Expressway traffic to access and egress the Hunts Point Peninsula.
ATTACHMENT 2 – RESOLUTION #467
Statement of Approach – Major Metropolitan Transportation Investment

via Leggett Avenue. Three ramps (Ramp SE, Ramp ESS, and Ramp ESN) to and from Edgewater Road would allow the eastbound traffic from Bruckner Expressway and southbound traffic from Sheridan Boulevard to access the Hunts Point Peninsula and would also allow traffic to exit the Hunts Point Peninsula onto northbound Sheridan Boulevard. The Build Alternative would incorporate the following features:

- **Ramp SE** – Exit ramp from the eastbound Bruckner Expressway and collector-distributor road to Edgewater Road. This ramp would accommodate traffic coming from the south and west on the Major Deegan Expressway and RFK Bridge heading to the Food Distribution Center. From Edgewater Road, vehicles could access the Food Distribution Center and other Hunts Point Peninsula locations.

- **Ramp ESS** – Exit ramp from the Sheridan Boulevard to Edgewater Road. This ramp would accommodate traffic coming from the north on the Cross Bronx Expressway and Sheridan Boulevard heading to the Food Distribution Center via Edgewater Road.

- **Ramp ESN** – Entrance ramp from Edgewater Road to the Sheridan Boulevard northbound. This ramp would accommodate traffic exiting the Food Distribution Center and heading north to the Sheridan Boulevard and Cross Bronx Expressway.

- **Ramp BL** – Exit ramp from the westbound Bruckner Expressway to Leggett Avenue. This ramp would accommodate traffic coming from the east on the Throgs Neck Bridge and the Bruckner Expressway to the Food Distribution Center via Leggett Avenue. From Leggett Avenue, vehicles could access the Food Distribution Center and other Hunts Point Peninsula locations.

- **Ramp LB** – Entrance ramp from Leggett Avenue to the westbound Bruckner Expressway. This ramp would accommodate traffic heading south and west to the Major Deegan Expressway and RFK Bridge. Vehicles could exit the Food Distribution Center and other Hunts Point Peninsula locations via Leggett Avenue and travel on the westbound Bruckner Expressway.

- **Slip ramp** – Entrance from Edgewater Road via a right turn onto Bruckner Boulevard eastbound connected by a slip ramp to the eastbound Bruckner Expressway. This slip ramp will replace the existing entrance ramp near Whittier Street.

- **Ramp SN** – Exit ramp from the eastbound Bruckner Expressway to the northbound Route 895 Sheridan Boulevard. The existing exit ramp would be replaced with a single-lane ramp to accommodate the improved interchange geometric design and would improve the vertical clearance over Bruckner Expressway. The ramp would be widened to a two-lane collector-distributor roadway to the exit ramp (Ramp SE) that leads to Edgewater Road.

- **Ramp SS** – Entrance ramp from the southbound Route 895 Sheridan Boulevard to the westbound Bruckner Expressway. The existing ramp would be relocated and replaced with a single-lane ramp to the right side of the travel way.

- **Shared-Use Path** – A shared-used path for pedestrians and bicyclists connecting Garrison Park and Concrete Plant Park would be constructed. Two options are being
ATTACHMENT 2 – RESOLUTION #467

Statement of Approach – Major Metropolitan Transportation Investment

...considered for the connection: a shared-use path structure along the Bronx River under the Eastern Boulevard Bridge (bascule bridge carrying the Bruckner Expressway and Bruckner Boulevard over the Bronx River) immediately adjacent to the existing west abutment; or an underpass beneath the Bruckner Expressway/Boulevard at the western approach to the Eastern Boulevard Bridge.

- Garrison Park Improvements – Improvements to Garrison Park would include the shared-use path, landscaping, viewing platforms, and a formal entrance with a signalized rail crossing. A sidewalk along Edgewater Road would also be constructed.
- The Bruckner-Sheridan Interchange would be reconstructed to improve geometric deficiencies and provide three continuous lanes for the eastbound/westbound Bruckner Expressway.
- The northbound Bruckner Boulevard entrance ramp at Hunts Point Avenue would be removed and the intersection of Hunts Point Avenue and Bruckner Boulevard would be redesigned with wider medians and shorter crosswalks to improve pedestrian crossings.
- Approximately 1,000,000 square feet of deficient concrete deck will be replaced on the Bruckner Blvd. viaduct.

**EJ-Environmental-Historic Preservation Implications:**

U.S. Census Bureau data from 2015 indicates that low income and/or minority populations are present within the Project Study Area. Therefore, the DDR/DEIS includes an assessment of whether the Project would result in disproportionately high and adverse impacts on minority and/or low-income (environmental justice) populations, in compliance with U.S Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low
ATTACHMENT 2 – RESOLUTION #467
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Income Populations.” This assessment determined that overall, the Build Alternative would not result in disproportionately high and adverse effects to environmental justice communities.

The Project is a federal undertaking subject to review under Section 106 of the National Historic Preservation Act, and its implementing regulations, 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, defined as “any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places” (36 CFR Part 800.16(1)(1)), and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment. The effects of the Project on historic properties and archaeological resources were evaluated under the Section 106 process during the development of the DDR/DEIS, with the goal of identifying measures to avoid, minimize or mitigate any adverse effects.

Known properties listed or eligible for inclusion in the National Register of Historic Places identified within and in the vicinity of the Study Area include:

- Eastern Blvd. Bascule bridge (Bruckner Expwy. and Bruckner Blvd. over the Bronx River)
- BIN 2-06667-1 (Westbound)
- BIN 2-06667-2 (Eastbound)

It has been determined that the project will have no adverse effect on the above eligible historic property.

Other Information

Total Projected Cost ($M): $1.70B

Anticipated Fund Sources & Amounts: National Highway Performance Program (from statewide discretionary allocation) - $270.4M; New York State PIT Fund - $270M; State Dedicated Fund - $1,159.6M

Projected Completion Year: 2025
ATTACHMENT 3 – RESOLUTION #467
Statement of Approach – Major Metropolitan Transportation Investment

Project Name: LaGuardia Airport Access Improvement Project

Sponsoring Agency: Port Authority of New York & New Jersey (PANYNJ)

Purpose & Need: The purpose of the project is to provide convenient and reliable access to LaGuardia Airport (LGA or the Airport) for its customers and employees that complements existing mass transit services and does not contribute to roadway congestion. Additionally, a primary goal of the project is to provide a permanent, convenient, and safe parking facility for airport employees that does not restrict current redevelopment plans. Roadway congestion is a widely recognized issue for the New York region, and it has been getting worse over time. Today, LGA passengers and employees depend almost exclusively on roadway-based vehicles for part of or the entire trip to or from the Airport (except employees walking or bicycling to work). Even current mass transit options serving LGA include a connection via bus or shuttle that uses local and regional roadways. Because of congestion, travel times are unpredictable for all roadway-based vehicles and vary greatly between daily peak and non-peak periods. Traffic congestion and travel times will worsen in the future. Based on the New York Metropolitan Transportation Council’s Best Practice Model, congestion on the highway systems near the Airport will increase by a daily average of 10 percent from 2017 through 2045, and local road congestion will increase by a daily average of 11 percent. LaGuardia Airport is a critical component of the region’s transportation network, however, without alternative modes and routes, access is dependent on unreliable traffic conditions and there is no redundancy in the landside operation of the Airport.

Project Description: The PANYNJ proposes to construct a new automated people mover (APM) AirTrain system to provide a convenient and reliable transit alternative for air passenger and employee access to LGA. The LaGuardia Airport Access Improvement Project would provide a direct connection between the primary passenger terminals (redeveloped Central Terminal Building and new East Terminal) at the Airport and existing transit services including the Long Island Rail Road (LIRR) and New York City Transit (NYCT) subway at Willets Point, Queens as well as a new, off-site employee parking facility.

Alternatives Considered: Over the past thirty years, there have been multiple formal studies to improve transit access to LaGuardia Airport. Most potential alternatives have involved extension of existing NYCT subway or LIRR routes or links between the Airport and either or both transit systems via “people mover” connections. These prior efforts identified significant obstacles to implementation. More recently, the collaborative interagency LaGuardia Access Alternatives Analysis identified enhanced public transit bus services that currently connect LaGuardia Airport with Manhattan and with the MTA network at the 61st St./Woodside and 74th St./Jackson Heights transit nodes, though these bus routes still are vulnerable to local traffic congestion.
**Other Information:** An Environmental Impact Statement (EIS) will be prepared to assess and disclose the potential environmental impacts of the construction and operation of the PANYNJ’s proposed project and reasonable alternatives in a manner that complies with all applicable federal, state and local environmental laws and regulations.

**EJ-Environmental-Historic Preservation Implications:** Environmental Justice and Historic Preservation Implications, along with other potential impacts, will be evaluated through the environmental review process.

**Total Projected Cost ($M):** PANYNJ has $1,500 million allocated for the project in its 2017-2026 Capital Plan, which was approved in February 2017.

**Anticipated Fund Sources & Amounts:** Passenger Facility Charge (PFCs); PANYNJ Capital Plan

**Projected Completion Year:** 2023
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**Subtotal**

**TOTALS**

**PROJECTED REVENUES**

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**Note:** The table contains data related to various projects, their categories, and the associated federal and state/local funding allocations. The funding amounts are listed in thousands of dollars.
1 - Long Island City Core (PLACES)
2 - Flushing West (PLACES)
3 - College Point
4 - Sunnyside Yards
5 - Long Island City (CBD)
6 - Flushing (CBD)
7 - Jamaica (CBD)
8 - Long Island City (IBZ)
9 - Steinway (IBZ)
10 - Woodside (IBZ)
11 - Maspeth (IBZ)
12 - Ridgewood (IBZ)
13 - Jamaica (IBZ)
14 - JFK (IBZ)
15 - Astoria (Ferry)
16 - Long Island City (Ferry)
17 - Hunts Point South (Ferry)
18 - Rockaway (Ferry)
A - Brooklyn-Queens Waterfront from Sunset Park to Astoria
B - LaGuardia/East Elmhurst Corridor (BRT/SBS)
C - Woodhaven Boulevard Corridor (BRT/SBS)
D - Bronx-Flushing-Jamaica Corridor (BRT/SBS)
E - Hillside Avenue Corridor (BRT/SBS)
F - Southeast Queens Corridor (BRT/SBS)
G - 125th Street-La Guardia Airport Corridor (BRT/SBS)

Notes:
PLACES: Planning for Livability, Affordability, Community, Economic Opportunity and Sustainability
CBD: Central Business District
IBZ: Industrial Business Zone
BRT/SBS: Bus Rapid Transit/Select Bus Service