PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #494

AMENDMENTS TO 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 Regional Transportation Plan for its planning area; and

WHEREAS, NYMTC’s current FFYs 2018-2045 Plan, entitled Maintaining the Vision for a Sustainable Region, and hereinafter referred to as Plan 2045, 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 federal regulations, Plan 2045 includes both a fiscally-constrained element and a vision element; and

WHEREAS, the fiscally-constrained element includes all projects, programs 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, following interagency consultations, the major projects described in Attachment 1 of this resolution will be added to Appendix 9 of Plan 2045 as major metropolitan transportation investments; and

WHEREAS, these projects are fiscally-constrained within the resources reasonably expected to be available in Chapter 7 of Plan 2045.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2045 is amended to include the project information for the above-mentioned project as major metropolitan transportation investments.

This resolution shall take effect on the twenty-first day of November two thousand and nineteen.

ADOPTED: November 21, 2019

"I hereby certify that the above is a true copy of Resolution #494, Amendments to the Federal Fiscal Years 2018-2045 Regional Transportation Plan for Major Projects, and was motioned by Ms. Ann McGrane, representing the New York City Transportation Coordinating Committee and seconded by Ms. Sandra Fusco, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC Chair

THE METROPOLITAN PLANNING ORGANIZATION

25 BEAVER STREET ♦ SUITE 201 ♦ NEW YORK ♦ NEW YORK ♦ 10004 ♦ 212.383.7200 ♦ WWW.NYMTC.ORG
Resolution #494- Attachment #1

1) Project Name: Grand Central Parkway Bridge Rehabilitation over Winchester Boulevard & Cross Island Parkway, Queens

Sponsoring Agency: New York State Department of Transportation

Purpose & Need: To address the structural deficiencies in the bridges carrying Grand Central Parkway over Cross Island Parkway & Winchester Boulevard in Queens.

Project Description: The primary objective of this project is the deck replacement and rehabilitation of the superstructure of the Grand Central Parkway viaduct over Winchester Boulevard and Ramp “H” to extend its service life in Queens. This project will include replacement of the concrete deck and approach slabs, repairs to the structural steel, and replacement of bridge bearings and expansion joints. It will also include the replacement of ridge railing, median, scuppers and highway lighting.

Alternatives Considered: No-Build; Bridge Rehabilitation; Bridge Replacement.

EJ-Environmental-Historic Preservation Implications: NEPA, Class II Categorical Exclusion & SEQR Type II.

Other Information: PIN X05159

Total Projected Cost (in millions): $185.000

Anticipated Fund Sources & Amounts: Federal $73.900M (National Highway Performance Program $52.300M, Surface Transportation Program $21.600M); State Dedicated Fund $111.000M

Projected Completion Year: 2025
2) **Project Name:** Cross-Bronx Expressway (I-95) Viaduct Rehabilitation over Webster Avenue/Third Avenue/MTA Metro-North Railroad, Bronx

**Sponsoring Agency:** New York State Department of Transportation

**Purpose & Need:** The concrete deck of this bridge has reached the end of its useful life. It has significant cracking and efflorescence, and corroded stay-in-place forms. The bridge also requires isolated substructure repairs.

**Project Description:** This project will rehabilitate the Cross-Bronx Expressway (I-95) viaduct over Webster Avenue, Third Avenue, and the Metro-North Railroad located in the Bronx. The concrete deck will be replaced, and other deteriorated bridge elements will be repaired / replaced to ensure continued safe operations. The project will be coordinated with the Active Traffic Management efforts on the Cross-Bronx corridor.

**Alternatives Considered:** To be determined

**EJ-Environmental-Historic Preservation Implications:** NEPA, Class II Categorical Exclusion & SEQR Type II.

**Other Information:** PIN X72713

**Total Projected Cost (in millions):** $ 135.000

**Anticipated Fund Sources & Amounts:** Federal – National Highway Performance Program $95.200M; State Dedicated Fund $39.800M

**Projected Completion Year:** 2028
3) **Project Name:** Trans-Manhattan Expressway Rehabilitation from Harlem River Drive to George Washington Bridge in Manhattan

**Sponsoring Agency:** New York City Department of Transportation

**Purpose & Need:** To bring the bridge to good structural condition needed to service the public and to eliminate substandard features as required by code.

**Project Description:** Rehabilitation or replacement of existing superstructure and substructures to meet the current codes and to eliminate substandard features.

**Alternatives Considered:**

- Rehabilitation of existing concrete frame structure to meet the current code;
- Replacement of the existing structure with new bridge.

**EJ-Environmental-Historic Preservation Implications:** To be determined

**Other Information:**

- Plan Number: NYCM5061
- PIN Number: X07157

**Total Projected Cost (in millions):** $425,760

**Anticipated Fund Sources & Amounts:** Federal – National Highway Performance Program
$45,000M; Local $380,760M

**Projected Completion Year:** 2027
4) **Project Name:** Shore Parkway Viaduct Rehabilitation over Shell Road/MTA New York City Transit Yard, Brooklyn

**Sponsoring Agency:** New York State Department of Transportation

**Purpose & Need:** The deck of this bridge has reached the end of its useful life. It has significant efflorescence, deep cracks, map cracking, hollow concrete areas, and spalls. The steel superstructure also needs extensive repairs. Isolated repairs on substructure are also needed.

**Project Description:** This project will replace the concrete decks, repair superstructure and substructure and other deteriorated elements on the Shore Parkway bridge over Shell Road and MTA New York City Transit subway yards in Brooklyn. Additionally, this project will also study the feasibility of widening the Shore Parkway bridge for a special use lane.

**Alternatives Considered:** To be determined

**EJ-Environmental-Historic Preservation Implications:** NEPA, Class II Categorical Exclusion & SEQR Type II

**Other Information:** PIN X021.72

**Total Projected Cost (in millions):** $200.000

**Anticipated Fund Sources & Amounts:** Federal $105.000M (National Highway Performance Program $50.400M, Surface Transportation Program $54.600M); State Dedicated Fund $95.000M

**Projected Completion Year:** 2025
5) **Project Name:** Reconstruction of the Grand Street Bridge over the Newtown Creek

**Sponsoring Agency:** New York City Department of Transportation

**Purpose & Need:** The existing Grand Street Bridge is a swing bridge across Newtown Creek, connecting Maspeth, Queens with Williamsburg, Brooklyn. Grand Street becomes Grand Avenue in Queens and extends east to Queens Boulevard. In Brooklyn, Grand Street extends west to the Brooklyn Queens Expressway (BQE). The existing bridge is approximately 227 ft. long and 32 ft. wide with an approximate area of 7,264 sq. ft. The bridge superstructure carries two lanes of vehicular traffic, one in each direction, and has a 6 ft. sidewalk on both sides of the roadway. The bridge was opened to public about 1903.

The bridge exhibits numerous deficiencies:

- The open steel grid deck typically exhibits corrosion with thru holes.
- Some of the floor beams and stringers have section loss of the bottom flanges and web.
- The steel trusses exhibit deterioration of the bottom chord members.
- The bridge does not meet current structural, seismic and geometric design standard requirements.
- The bridge is too narrow to accommodate current traffic with its substandard roadway width. Non-standard features include lane width, bridge roadway width, roadway cross slope and profile, bridge shoulders, vertical clearance above roadway, obsolete mechanical and electrical control systems, inadequate roadway capacity, inadequate seismic capacity, deteriorated fender system, and numerous substandard structural members that are inadequate to carry current live load.
- The bridge was subject to extreme surge tide during the Superstorm Sandy in 2012.
- The mechanical and electrical systems on the swing span were heavily damaged. The existing bridge has reached the end of the service life.

**Project Description:** The project involves a complete replacement of the existing bridge with new movable span structure and new approaches. All new approaches shall transition back to the existing connections with the street networks. New movable span shall have sufficient vertical clearance to allow vessels to pass and conform the current City and State standards and requirements.

**Alternatives Considered:** To be determined
EJ-Environmental-Historic Preservation Implications: To be determined

Other Information:

- Plan Number: NYCMB123
- PIN Number: X72046

Total Projected Cost (in millions): $138.756

Anticipated Fund Sources & Amounts: Local

Projected Completion Year: 2027