RESOLUTION #454
VARIOUS AMENDMENTS TO THE VISION AND CONSTRAINED 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 Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC’s current 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 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, the vision element includes, for illustrative purposes, additional projects, programs, concepts and strategies that would be included in the adopted constrained transportation plan if additional resources beyond those identified in the financial plan were to become available; and

WHEREAS, following interagency consultations, two projects – Riverside Drive Bridge at West 158th Street, Manhattan and the Shore Road Bridge over Hutchinson River – will be added to the fiscally-constrained element of Plan 2045 as major projects. These projects are described in Attachment 1 of this resolution; and

WHEREAS, following interagency consultations project concept – the Port Authority Trans-Hudson (PATH) Extension to Newark Liberty International Airport – will be added to the vision element of Plan 2045. This project is described in Attachment 2 of this resolution.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2045 is amended to add the projects and project concepts to the relevant elements of Plan 2045 as described above and in the attachments to this resolution.

This resolution shall take effect on the sixteenth day of November, two thousand and seventeen.

ADOPTED: November 16, 2017

"I hereby certify that the above is a true copy of Resolution #454, Various Amendments to the Vision and Constrained Element of the Federal Fiscal Years 2018-2045 Regional Transportation Plan (Plan 2045), and was motioned by Mr. Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Ms. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC Chair
Project Name: Rehabilitate Riverside Drive Bridge at West 158th Street, Manhattan

Sponsoring Agency: NYC DOT

Purpose & Need: The purpose of this project is to rehabilitate the existing viaducts of Riverside Drive Bridge at West 158th Street, including replacement of the bridge deck and sidewalks and restoration of historic features, some of the oldest sections of deck on the current structure were installed in 1959, and other areas of deck date to 1983. In recent years, the deterioration of the deck has become evident and sections of crumbling concrete under the existing deck have been netted to catch debris. The deck evaluation performed during preliminary design notes defects on 15 to 35% of the top of the deck surface, and defects across 30 to 45% of the deck’s underside. Many of the concrete cores taken as part of the deck evaluation broke early and/or crumbled during extraction, which is a strong indication that the integrity of the deck is compromised.

In addition to the deteriorated condition of the deck noted during the deck evaluation, the in-depth inspection of the framing identified numerous areas of deterioration in the superstructure steel. Areas with significant section loss were most often observed near expansion joints and downspout locations. Considering their as-inspected condition, the structural load ratings identified the overstressed steel framing members which require strengthening or replacement.

The replacement of the Riverside Drive Viaduct’s deck and strengthening of its deteriorated steel members is necessary to restore the integrity of the superstructure to a state of good repair.

Project Description: The scope of work for the rehabilitation of the existing Viaduct includes: replacement of the bridge deck, sidewalks and expansion joints; repair of deteriorated superstructure steel elements; restoration of the historic granite parapets; encasement removal and coating replacement at expansion joints and any steel repairs; replacement of select sidewalk stringers; reconstruction of the at-grade approaches to the Viaduct, including approach slab replacement; refurbishment of the historic street lighting; reconstruction of the bridge seat and replacement of the steel plate bearings with standard elastomeric type bearings at the north abutment; as well as refurbishment of the nested roller bearings. The work will be done in stages and pedestrian and vehicular traffic will be maintained during construction.

Alternatives Considered: Two alternatives were considered as described below and after discussions the first alternative was selected.

Alternative 1 - Cast in Place Deck Replacement with Sidewalk Framing Modification Option

The existing structure has roadway framing whose top flanges are at similar elevations, and sidewalk framing whose top flanges are significantly higher in elevation than those of the roadway stringers, and extend above the top of the roadway deck. In the cantilever-type structure, the sidewalk framing is oriented transverse to the roadway. Alternative 1 proposes to remove the existing deck, remove existing sidewalk stringers, and install new sidewalk beams at elevations similar to the roadway beams. When the new deck is then poured, the deck surface can be maintained at a constant 2% cross slope. The sidewalk can then be installed in a separate pour. This will allow for the sidewalk portion of the deck to be used to temporarily carry travel lanes during deck reconstruction. Therefore, it adds greater flexibility for staging. This improves contractor access and safety for both workers and pedestrians. This would also allow for future reconfiguration of the curb-line allowing for additional roadway width. Alternative 1 will include the removal of concrete encasement within 5 feet of the expansion joint.

Alternative 2 - Cast in Place Deck Replacement without Sidewalk Framing Modification Option

Second alternative includes a deck replacement while retaining the existing steel framing configurations. This is expected to have a smaller impact on Amtrak because it requires less work near their right of way, and removes some of the risk associated with Amtrak related delays in schedule. However, existing sidewalk stringers are not designed to accommodate any vehicle live loads. Therefore, Alternative 2 cannot utilize the sidewalk portion of the deck to be used to temporarily carry travel lanes during deck reconstruction. For that reason, Alternative 2 will have limited flexibility on Maintenance and Protection of Traffic (MPT) schemes during construction, and doesn’t have the same flexibility for future lane modifications. This alternative will include the removal of concrete encasement.
within five feet of the expansion joint.

**EJ-Environmental-Historic Preservation Implications:** NYC DOT classified this project as a CEQR Type II Action on October 11, 2016. CEQR signoff from NYC DOT Traffic Engineering and Planning was made on December 6, 2016. After completion of the Federal Environmental Approval Worksheet (FEAW), it has been determined that the project is a Class II Categorical Exclusion. This project meets the description of 23 CFR 771.117(c); (28) - "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings." Additionally, it will not cause any significant environmental impacts. There are no outstanding environmental issues, and no FHWA concurrence or approvals are required prior to Design Approval. As a Categorical Exclusion, the project is exempt from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) under NEPA. A letter from NYS DOT documenting concurrence with the NEPA classification was issued on January 3, 2017. The project’s Design Report has been reviewed by NYS DOT and was approved on March 13, 2017.

Proposed project was reviewed for the following potential adverse effects:

- **Visual and Tactile Effect:** Because the project will use in-kind cement and stone materials, the visual character of the Viaduct will not be altered therefore the proposed work will have no effect on historic resources within the Area of Potential Effect (APE).

- **Noise Effect:** The noise levels of the completed project will most likely be similar to the current noise levels, so they will not affect the historic resources within the APE.

- **Effect on Archeological Sensitive Areas:** No ground disturbances are part of the proposed project therefore the project will have no effect on any archeological resources that might exist within the APE.

- **Construction Vibration Effect:** The extent of the vibration impact during the construction and its effect on the APE is described in the Vibration Screening Technical Memo, as part of the Section 106 Submittal Package in Appendix C4. Based on the construction vibration assessment calculations, no large impact construction equipment will be used from the historic buildings; only jackhammers or other pneumatic tools with energy ratings of 100ft-lbs or less, to be used within the sidewalk areas immediately adjacent to the historic buildings. Furthermore, a Construction Protection Plan will be prepared by the Contractor prior to start of construction, therefore the project will most likely have no adverse effect on historic resources within the APE.

**Other Information:** TIP PIN X77251, Plan ID: NYCM239C

**Total Projected Cost ($M):** $135.48

**Anticipated Fund Sources & Amounts:** Federal: $70.98 M, State: $10 M; Local: $54.50 M

**Projected Completion Year:** 2021
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<thead>
<tr>
<th><strong>Project Name:</strong> Reconstruction of Shore Road Bridge over Hutchinson River, Borough of the Bronx</th>
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<td><strong>Sponsoring Agency:</strong> NYC DOT</td>
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<td><strong>Purpose &amp; Need:</strong> The existing bridge is over one hundred years old and it has reached the end of the service life. The existing bridge does not meet current structural and seismic requirements, and it does not meet current geometric design standards. The deficiencies of the existing bridge include: non-standard transportation features, such as lane width, absence of shoulders, sidewalk width, clearances; obsolete mechanical and electrical systems; inadequate seismic capacity; severely deteriorated structural members and susceptibility of fender systems and bridge structure to vessel impacts.</td>
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<td><strong>Project Description:</strong> The project involves the complete replacement of the river crossing with a new movable span and flanking spans on each side. All new approaches will transition back the existing connections with the local street and highway networks. The new movable span will continue to allow tall vessels to pass. The scope of work includes: new bridge substructure and superstructure, new movable span, new electrical, mechanical and bridge control systems, and demolition of the existing Shore Road Bridge in its entirety.</td>
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<td><strong>Alternatives Considered:</strong> TBD</td>
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<td><strong>EJ-Environmental-Historic Preservation Implications:</strong> TBD</td>
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<td><strong>Other Information:</strong> Parkland alienation and Right-of-Way mapping will be required; TIP PIN X77363, Plan ID: NYCBX28C</td>
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<td><strong>Total Projected Cost (SM):</strong> $300M</td>
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<td><strong>Anticipated Fund Sources &amp; Amounts:</strong> Local: $300M</td>
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<td><strong>Projected Completion Year:</strong> 2025</td>
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Port Authority Trans-Hudson (PATH) Extension to Newark Liberty International Airport

This project is included in the Port Authority of New York and New Jersey’s 2017-2026 capital plan. Project construction could begin in 2020 with completion by 2026, subject to securing required project approvals and project authorization by the Port Authority Board of Commissioners. The PATH extension planning initiative already is included in the Unified Planning Work Programs of both NYMTC and the North Jersey Transportation Planning Authority (NJTPA), and as a project under study in the draft update of NJTPA’s Regional Transportation Plan. Under the direction of the Federal Transportation Administration as the federal lead agency, the Port Authority expects to begin NEPA-level review for the project during the Fall of 2017.

Based on preliminary studies, the proposed project concept includes the extension of the PATH Newark-to-World Trade Center (WTC) line from its existing terminus at Newark Penn Station along the Northeast Corridor for 2.4 miles to a new station near the existing Northeast Corridor Rail Link Station at Newark Liberty International Airport. The proposed two-track extension would terminate at a new multi-modal station on off-airport property adjacent to the airport station, as well as additional rail yard capacity for the PATH system. The PATH extension would provide a direct connection between the airport and WTC Transportation Hub in Lower Manhattan and the New Jersey communities served by the PATH system. The station would include provisions for multi-modal access by commuters and local residents, and also enhance the resiliency of the rail transit network. The proposed project would be located entirely within the City of Newark, Essex County, New Jersey, with the new multi-modal station located in Newark’s South Ward, near the Dayton neighborhood.