PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #427
VARIOUS AMENDMENTS TO THE VISION AND CONSTRAINED ELEMENTS OF 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 CFR 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 2015-2040 Plan, entitled A Shared Vision for a Sustainable Region, and hereinafter referred to as Plan 2040, was adopted by the Council on September 4, 2013, having addressed all federal planning requirements set forth in 23 CFR 450.322; and

WHEREAS, per federal regulations, Plan 2040 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 and members' agreement, two major projects – Great Streets Vision Zero – Queens Boulevard and the Rehabilitation of I-278 (Brooklyn-Queens Expressway) from Sands Street to Atlantic Avenue – will be added to the fiscally-constrained element of Plan 2040. These projects are described in Attachment 1 of this resolution; and

WHEREAS, following interagency consultations and members' agreement, three project concepts -- the Lower Hudson Transit Link, the Brooklyn-Queens Connector Study and the Nanuet Transportation-Oriented Development Plan -- will be added to the vision element of Plan 2040. These projects are described in Attachment 2 of this resolution.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2040 is amended to add the projects and project concepts to the relevant elements of Plan 2040 as described above and in the attachments to this resolution.

This resolution shall take effect on the twenty-first day of April, two thousand and sixteen.

ADOPTED: April 21, 2016

"I hereby certify that the above is a true copy of Resolution #427, Various Amendments to the Vision and Constrained Elements of the Federal Fiscal Years 2014-2040 Regional Transportation Plan (Plan 2040), and was presented by Mr. Garry Lenberger, representing the Nassau/Suffolk Transportation Coordinating Committee and seconded by Mrs. Naomi Klein, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Ron Epstein, PFAC, Chair

THE METROPOLITAN PLANNING ORGANIZATION
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## Project Name: Great Streets Vision Zero – Queens Boulevard

### Purpose & Need:
Queens Boulevard has been identified as a Vision Zero Priority Corridor. Queens Boulevard is currently one of the busiest and highest-crash thoroughfares in Queens. The redesign not only improves safety but also seeks to transform this corridor into a pleasant human experience. This Great Street is to be a new public space that draws from Queens’ own cultural and natural contexts, facilitates a wide range of physical and social activities, and strengthens connections between neighbors and neighborhoods.

### Project Description:
Queens Boulevard is a 6.3 mile thoroughfare that runs diagonally through Queens, connecting Long Island City in the northwest to Jamaica in the southeast through a street network that is mostly laid out in a grid form. In Long Island City, Queens Boulevard connects to the Ed Koch Queensboro Bridge. The project corridor is bounded by Roosevelt Avenue to the west and Jamaica Avenue to the east. Various urban typologies and complexities are encountered by those traversing along the corridor. This project scope has divided the project into four locational segments based on the Community Board (CB) boundaries and anticipated operational phasing. The segments are as follows:

- Segment 1 – Roosevelt Avenue to 73rd Street (7,300 LF/1.4 miles).
- Segment 2 – 73rd Street to Eliot Avenue (6,800 LF/1.3 miles).
- Segment 3 – Eliot Avenue to Union Turnpike – (12,400 LF/2.3 miles).
- Segment 4 – Union Turnpike to Jamaica Avenue – (6,600 LF/1.3 miles).

This project makes permanent the interim geometric improvements developed for the Queens Boulevard operational project, between Roosevelt Avenue and 73 Street (Segment 1). It then continues a similar treatment east to Union Turnpike (Segment 2 and 3), and eventually to Jamaica Avenue (Segment 4). While not all areas of the corridor function exactly the same, the typical section widens the existing service malls to calm traffic and provide a raised bike path, pedestrian walkway, new trees, benches, wayfinding, green infrastructure, and urban art. In addition, street reconstruction, resurfacing and geometric changes are proposed at nine priority intersection and complex locations.

### Alternatives Considered
The proposed corridor safety improvements will address the high demand to improve and provide infrastructure for pedestrians, bicyclists, and public transit riders on Queens Boulevard. The improvements will expand New York City’s bicycle and pedestrian networks, creating vital connections across Queens Boulevard to residential neighborhoods and commercial areas. The project proposes to make vital safety improvements for using all modes on Queens Boulevard. The project design is based on extensive data analysis, observation, and outreach.

### EJ-Environmental-Historic Preservation Implications
The project corridor passes through a number of minority, low-income and limited English-proficient communities. The project sponsor will work with these communities through rigorous community outreach and engagement process to determine preferred design.
treatments as well as provide information about construction and project timelines.

The project sponsor will also engage with business owners to mitigate any negative impacts resulting from project design and construction. This will include developing new curbside regulations and truck loading/unloading zones to accommodate retail businesses.

Environmental impacts are expected to be minimal because the capital project is a permanent build out of a temporary in-house project.

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<tr>
<th>Other Information</th>
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<tr>
<td>In 2014, Mayor de Blasio introduced Vision Zero, an initiative to end all traffic fatalities in New York City. The Queens Boulevard corridor project is located on a Vision Zero Priority Corridor, meaning it has among the highest rate of pedestrians killed or severely injured in Queens in the last five years. Additionally, there are numerous Vision Zero Priority Intersections along the project corridor and segments of the corridor that are within Vision Zero Priority Areas. Making improvements on Vision Zero Priority Corridors are a top priority for the de Blasio administration.</td>
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<td>NYCDOT conducted extensive outreach, with residents, business owners, advocates, and elected officials, and will continue to collect feedback as part of the project outreach.</td>
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Current RTP Plan Reference: RTP ID: NYCMB592V – City Wide Traffic Calming

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<tr>
<th>Project Sponsor:</th>
<th>NYC DOT</th>
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<tr>
<td>Total Projected Cost (SM):</td>
<td>$103,000,000 (Federal (HSIP) $2,000,000; Local 101,000,000)</td>
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<td>Projected Completion:</td>
<td>2024</td>
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Project Name:
X773.32 REHABILITATION OF I-278 (BROOKLYN-QUEENS EXPRESSWAY) FROM SANDS STREET TO ATLANTIC AVENUE

Purpose & Need
The need for the project is based on the following conditions observed in this segment of the BQE:

- **Infrastructure deterioration**
  Infrastructure deterioration has been noted especially in the concrete superstructures and substructures. Signs of deterioration include scaling, efflorescence, transverse cracking, map cracking, and spalling with exposed and corroded rebar at the underdeck. The lack of waterproofing membrane on cantilever structures allows permeation of water and de-icing salts into the concrete, accelerating deterioration. Water leakage through failed expansion joint seals has also contributed to structural deterioration.

- **Non-standard features, including vertical and horizontal clearance Issues**
  Nonstandard features in the existing design include narrow lanes, lack of shoulders, short merge/weave distances near on-ramps and off-ramps that result in non-standard acceleration and deceleration lanes, nonstandard horizontal curvature, and limited safe stopping sight distances.

- **Safety and operational concerns**
  The accident rate within the project limits exceeds the statewide average for roadways of identical classification to the BQE. Accident rates for all collision types, at some locations within project limits are over five times the statewide average in the eastbound direction and nearly 10 times the statewide average in the westbound direction.

Based on the description of need noted above, the **purpose of the project** is to address the following:

a. The deteriorating structural conditions of the 21 Bridges within the project limits. The Project will seek to address the observed deteriorating structural conditions

b. The nonstandard geometrics identified within this segment of highway, including narrow lanes, lack of shoulders, short merge/weave distances near on/off ramps that contribute to accident rates above the statewide average, and affect efficient operation. The Project will seek to address these nonstandard features that contribute to high accident rates and levels of congestion on the roadway within project limits.

c. The nonstandard vertical clearances along this segment of the BQE that contribute to accidents and force larger trucks to exit the highway and traverse local streets, creating congestion in the local community and adversely affecting quality of life. The project will seek to eliminate the diversion of large trucks onto local streets by addressing deficient nonstandard vertical clearances within the project limits.

d. The lack of connectivity between the highway and key local arterials i.e. streets designated as major truck routes, and other major through streets in the Brooklyn Heights, Downtown Brooklyn, DUMBO, and Cobble Hill neighborhoods as well as the Brooklyn and Manhattan Bridge gateways to Manhattan. Currently the BQE within the project limits has a number of nonstandard highway design features that reduce the efficiency of the connectivity between the highway and key local arterials. These nonstandard features include tight turning radii on the ramps, limited or no acceleration and deceleration lanes at entrance and exit points, narrow travel lanes, and insufficient sight distances. The Project will seek to address these deficient and/or discontinuous connections.
Project Description:
This project is for the rehabilitation or replacement of approximately 1.5 miles of the Brooklyn-Queens Expressway (BQE)/Interstate 278 (I-278) in the Borough of Brooklyn, New York, with a significant portion of its length supported by 21 bridges, including a unique 0.4-mile long triple-cantilever structure. The Project extends between Sands Street at the eastern limit and Atlantic Avenue at the western limit— including the entire Atlantic Avenue interchange. NYCDOT owns this segment of the BQE. The project seeks to repair infrastructure deterioration and operational improvements including vertical and horizontal clearance issues and safety concerns.

Alternatives Considered
21 bridges are located within this stretch of BQE. Based on the existing infrastructure deterioration, Non-Standard features, and safety concerns, these bridges may require rehabilitation or replacement.

EJ-Environmental-Historic Preservation Implications
Not known at this time

Other Information

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<th>Project Sponsor:</th>
<th>NYCDOT</th>
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<tr>
<td><strong>Total Projected Cost ($M):</strong></td>
<td>$1,901,792,000 (Federal (STPU) $1,000,000; Local 1,900,792,000) (Design, REI, and Construction)</td>
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<td><strong>Projected Completion:</strong></td>
<td>July 2025*</td>
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*30% Design Completion by February, 2019 followed by Design-Build Contract. Construction Completion is July 2025.
**Lower Hudson Transit Link**

The project concept is to deploy a high-quality/frequency regional transit service between Rockland and Westchester Counties. The service will also support service to Manhattan, with an emphasis on a BRT system to serve bi-county trips and longer distance intra-county trips. The system will conveniently connect major concentrations of residential, employment, commercial, entertainment, medical, and educational land uses, and provide key connections to existing local bus (e.g., Transport of Rockland (TOR) and Westchester Bee-Line) and rail (Metro-North) services.

**Brooklyn-Queens Connection Study**

The Brooklyn-Queens Connector (BQX) is a concept to introduce high-quality modern streetcar service along 16 miles of the Brooklyn-Queens waterfront from Sunset Park to Astoria. This proposal, which the City is currently evaluating in detail, offers an opportunity to reshape streets in these neighborhoods to better serve transit riders and pedestrians. A study will be conducted by the City to determine alignment, project phasing and engineering feasibility.

**Nanuet Transit-Oriented Development Plan**

The Town of Clarkstown in Rockland County has been awarded a grant from the New York State Energy Research and development Authority under the Cleaner, Greener Communities Program. The grant will be used towards developing a plan to redevelop Nanuet into a mixed-use, transit-oriented neighborhood centered on a new Multi-Modal transit station.