NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Jose M. Rivera, P.E.
Executive Director

PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #447
AMENDMENTS TO THE VISION AND PEDESTRIAN-BICYCLE ELEMENTS OF THE FEDERAL FISCAL YEARS (FFYs) 2014-2040 REGIONAL TRANSPORTATION PLAN

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 FFYs 2014-2040 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 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, four project concepts -- the Replacement of the Grand Street Bridge over the Newtown Creek; the Arthur E. Sheridan Expressway Enhancement Project; the Expansion of the Weigh-in-Motion Program; and the Expansion of the Clean Vehicle Program -- will be added to the vision element of Plan 2040. These projects are described in Attachment 1 of this resolution; and

WHEREAS, the Pedestrian-Bicycle Element of Plan 2040 contained in Appendix 2, includes the South Bronx Greenway along the Bruckner Boulevard project and this project now needs to show the New York City Department of Transportation as a co-sponsor along with the New York City Economic Development Corporation.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2040 is amended to add the projects to the vision element and amend the Pedestrian-Bicycle Element as described above and in the attachment to this resolution.

This resolution shall take effect on the twentieth day of April, two thousand and seventeen.

ADOPTED: April 20, 2017

"I hereby certify that the above is a true copy of Resolution #447, Amendments to the Vision and Pedestrian-Bicycle Elements of the Federal Fiscal Years 2014-2040 Regional Transportation Plan, and was molloned by Mr. Patrick Gordin, 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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Grand Street Bridge Replacement Project (New York City DOT)
The current Grand Street Bridge is a 227-foot long swing bridge with a steel truss superstructure. The substructure consists of two Rest Piers and one Center Pier that are supported on timber piles, and protected from vessel collisions by a timber fender system. It is a movable bridge, providing marine traffic with an approximate horizontal clearance of 58 feet and an approximate vertical clearance of 9.8 feet at Mean High Water and 15 feet at Mean Low Water in the closed position. The movable span provides unlimited vertical clearance to the marine traffic in open position. Due to major structural and operational deficiencies and other non-standard features within the project limits, NYCDOT is proposing to replace the Grand Street Bridge in its entirety with a new widened movable bridge.

Arthur V. Sheridan Expressway Enhancement (New York State DOT)
Enhance Arthur V. Sheridan Expressway (I-895) to provide the community with a safe & accessible route to the waterfront and park in Bronx County, NYC.

Weigh-In Motion (WIM) & Off-Route Truck Sensors Program (New York City DOT)
Traditional fixed weigh stations, although a well-established means of addressing overweight vehicles, are often impossible in dense urban areas with constricted rights of way. Weigh-in-Motion (WIM) technology has increasingly proven an effective alternative. The proposed installation of WIM at new sites would ensure that trucks stay on the designated truck routes where the WIM sites are installed, and off-route truck detection sensors will be installed along non-truck route corridors.

Clean Truck Program (New York City DOT)
The expansion of this program to other industrial business zones in the city builds and expands on the success of the Hunts Point Clean Trucks Program in the Bronx. The program will replace trucks that are model year 2006 and older with new trucks.