RESOLUTION #383
AMENDMENTS TO 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 U.S.C. 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 Plan 2040 was adopted by the Council on September 4, 2013, having addressed all federal planning requirements set forth in 23 U.S.C. 450.322; and

WHEREAS, Chapter 2, Section 5 of Plan 2040 describes “Resiliency and Climate Adaptation Strategies for the NYMTC planning area and needs to be amended, as shown in Attachment 1 of this resolution; and

WHEREAS, Chapter 6 of Plan 2040 forecasts anticipated financial resources and needs for the NYMTC planning area through the Plan’s horizon year and includes a long-range financial assessment which defines the Plan’s fiscal constraint parameters; and

WHEREAS, mobility, safety and traffic projects which currently appear in NYMTC’s FFYs 2014-2018 Transportation Improvement Program are reflected as “minor projects” in Table 3, Chapter 6 of Plan 2040; and

WHEREAS, the costs of some of these projects have been recently adjusted and consequently Table 3 needs to be adjusted as shown in Attachment 2 of this resolution; and

WHEREAS, highway and bridge projects with totals costs of $100 million or more are reflected as “major projects” in Appendix 9 of Plan 2040; and

WHEREAS, the New York City Department of Transportation is undertaking the replacement of the Harlem River Drive Project Including Replacement of Existing Viaduct at an estimated total cost of $143.4 million, and therefore, this project as described in Attachment 3 of this resolution should now be included in Appendix 9 of Plan 2040.

NOW, THEREFORE, BE IT RESOLVED, that Plan 2040 is amended to reflect the changes described above as presented in attachments 1, 2 and 3 to this resolution.

This resolution shall take effect on the 19th day of June, two thousand and fourteen.

ADOPTED: June 19, 2014

“I hereby certify that the above is a true copy of Resolution #383, Amendments to Federal Fiscal Years 2014-2040 Regional Transportation Plan, and was motioned by Ms. Naomi Klein, 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
199 WATER STREET ▪ NEW YORK ▪ NEW YORK ▪ 10038-3534 ▪ 212.383.7200 ▪ WWW.NYMTCE.ORG
Attachment 1 – Resolution 383, June 19, 2014

Revisions to Plan 2040 Sections

Chapter 2 Section 5: Resiliency and Climate Adaptation Strategies

Page 2-30 Second Paragraph the highlighted text is added:
The most significant environmental effects of climate change that will impact New York State are summertime droughts and coastal inundation. The latter is a particular concern for New York as it has the second-highest coastal population of any state in the country, 70 much of which is concentrated in the NYMTC planning area. Climate adaptation plans for New York City, whose 520-mile-long coastline includes vital transportation infrastructure, must be implemented to sustain this economic hub. Recent storms that have impacted the NYMTC planning area have revealed how vulnerable our transportation system really is. In the fall of 2012, Hurricane Sandy made landfall in the northeastern United States, killing well over 100 people and causing tens of billions of dollars in damage to infrastructure, businesses, and residences in several states, particularly New York and New Jersey. According to the U.S. Geological Survey (USGS) the largest storm surge in the region was in Long Beach, Nassau County, where it exceeded seventeen feet. Other areas of the region saw the storm surge reach fourteen feet, where it submerged coastal roadways, undermined roadbeds and sea walls and flooded subway and auto tunnels. Most subway lines in New York City were closed for several days and some stations did not re-open for months. The damage to MTA property caused the agency to make plans to sell $4.8 billion in bonds in order to cover the costs of repairs.71 The impacts of Hurricane Sandy, as well as Tropical Storm Irene in 2011, suggest that transportation infrastructure must be better equipped to handle the effects of extreme weather events in future plans.

Page 2-30 Fifth Paragraph – the highlighted text is added
At the local level, New York City created PlaNYC in 2007 in part to address challenges brought on by climate change. The report includes recommendations to increase transportation options; measures to combat congestion such as modifications to freight movement; and maintaining and improving the physical conditions of roads and the transit system so they can accommodate more users safely. After Sandy, New York City formed the Special Initiative for Rebuilding and Resiliency and charged it with producing a plan to provide additional protection for New York’s infrastructure, buildings, and communities from the impacts of climate change. The result of this effort is A Stronger, More Resilient New York which is a roadmap for creating a sustainable 21st century New York. New York City is pursuing a range of strategies to promote resilience in conjunction with transportation investments:

- Reduce potential for street flooding (caused by either coastal or overland flooding) and disruption of transportation where feasible through raising of streets, drainage improvements, etc.
- Reinforcement of key access routes or improvements to transportation connectivity in coastal areas, improving emergency response, evacuation, and post-storm access to resources and services.
- Protection of key transit and other transportation assets (e.g., railyards, tunnels)
- Reinforcement of existing peripheral roadways and street ends vulnerable to flooding and erosion to preserve continuity of transportation access and prevent damage or disruption inland
- Coordination with other area capital projects to incorporate resilience or provide co-benefits where possible (e.g., use transportation structures to provide a degree of coastal protection, or public amenities)
- Identify opportunities for additional ferry service to complement other modes and improve post-storm transportation capacity.
- Install, and establish clear procedures for the installation of footings or anchors for deployable flood control devices in public rights-of-way
- Where appropriate and feasible, accommodate elevate walkways within the public right of way to provide access to buildings that have been elevated for flood protection

Page 2-31 Second Paragraph – the highlighted text is added:
Westchester County is undertaking various initiatives to adapt services and infrastructure to address the increasing severity and frequency of storms such as Sandy, including identifying detours for bus routes and developing flood mitigation plans to minimize roadway closures. The county will continue to make full use of its Emergency Operations Center to facilitate up-to-date communication among transportation agencies, first responders and utility companies, and work with them to direct resources to the areas of greatest need. In addition, the County plans to enhance communications protocols for informing the public.

Page 2-31 – New text to be inserted after paragraph three
Nassau County’s post-Sandy efforts have focused on being better prepared for future severe storms and on making the infrastructure stronger and more resilient. A key initiative is the major program to upgrade and “weather-proof” the County’s most vulnerable sewage treatment plants, and the County has received roughly $830 million in Federal funds for this effort. Nassau is also working with the City of Long Beach to develop a more regional approach for better managing their sewage treatment plant through major weather events. On the highway side the county has completed upgrades to many roads severely damaged by Sandy, most notably West Shore Road. The County also replaced 130 traffic signals that were damaged by Sandy, and embarked on a program to have generators available to keep 300 key traffic signals operating during power outages. Nassau County is also working closely and aggressively with New York State on finding grant funds for projects to improve drainage, storm water quality and targeted roadway improvements. On the transit side, the Nassau Inter County Express (NICE) had to replace damaged facility items as a direct result of severe and sustained winds from Sandy. Work was performed at all operating facilities - Mitchel Field, Rockville Centre, Stewart Avenue, and the Hempstead Transit Center. The scope of work included debris removal, fence repairs, light pole repair, door repair, and roof repairs, with all projects completed by December 2013.
### Attachment 2: PFAC Resolution 383 of June 19, 2014

**Changes in Projects**

#### Lower Hudson Valley

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<thead>
<tr>
<th>RTP PIN</th>
<th>LHV PIN</th>
<th>AGENCY</th>
<th>DESCRIPTION</th>
<th>Difference from previous TIP (in Millions)</th>
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**TOTAL CHANGE FROM PREVIOUS VERSION OF TIP (SYSTEM ENHANCEMENTS)** 2.175

### CHANGES TO PROJECTS LISTED IN PLAN 2040 (APPENDIX 1)

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<td>NASSAU COUNTY COASTAL EVACUATION ROUTES PROJECT</td>
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**TOTAL CHANGE FROM PREVIOUS VERSION OF PLAN (SYSTEM ENHANCEMENTS)** -30.00

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**Revised Table 3 Chapter 6**

#### TABLE 3 - SYSTEM ENHANCEMENTS (estimated costs in billions of YOE dollars)

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**Totals** $ 8.714 $ 27.000 Reasonably expected $ 2.264 $ 2.104 $ 0.978 $ 0.328 $ 0.090 $ 0.030

Project-specific $ 10.000 $ 1.460 $ 1.460 $ 0.418 $ 0.418 $ -
**Project Name:**  
Harlem River Drive Project Including Replacement of Existing Viaduct – between the RFK Bridge & Third Avenue Bridge

**Purpose & Need**  
Replacement of an approximately 1,000 foot section of the Harlem River Drive (HRD) extending from the Robert F. Kennedy Bridge at East 123rd Street northward to approximately 200 meters north of the Third Avenue Bridge at Lexington Avenue in Manhattan. This project will eliminate structural deficiencies and provide safety improvements, including standard travel lanes, shoulders and sight distance.

**Project Description:**  
The HRD section within the project limits has two entrance ramps, one providing southbound access from the Third Avenue Bridge and one providing northbound access from East 127th Street; and three exit ramps, from northbound HRD to East 127th Street; from southbound HRD to Second Avenue, and from southbound HRD to the Robert F. Kennedy Bridge. The HRD section carries 97,483 vehicles daily with 3 lanes in the southbound direction and 2 lanes plus a wide striped shoulder in the northbound direction. This New York City Department of Transportation (NYCDOT) project includes: replacement of the existing Viaduct; installation of a new left hand exit for SB HRD at 127th St; safety improvements along the corridor through the construction of geometric modifications that will improve sight distance, horizontal alignment, vertical alignment and inadequate lane and shoulder widths; and landscape restoration.

**Alternatives Considered**  
1. Do nothing  
2. Replacement of the existing viaduct including safety improvements and landscaping restoration

**EJ-Environmental-Historic Preservation Implications**  
No significant environmental impacts. No EJ or historic preservation implications

**Other Information**  
Fed ID# X071(483) State ID# X071.48 NYC Project ID# 84113MNBR710  
On September 19, 2011, the project was determined to be NEPA Class II (Programmatic Categorical Exclusion) under USDOT Regulation, 23 CFR 771. New York City Environmental Quality Review Type II Determination was made by NYCDOT on August 19, 2011. The project’s bid opening is scheduled for July, 2014. This construction is estimated to take 39 months with completion around December 2017. New York State DOT Design Approval was granted on July 18, 2012.

**Project Sponsor:** NYCDOT  
**Total Projected Cost ($M):** $143.4  
**Projected Completion:** December 2017