



Shore Road Bridge over Hutchinson River Project
City Environmental Quality Review (CEQR)
Draft Scope of Work Report
May 26, 2021



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Shore Road Bridge over Hutchinson River Project CEQR Process Forward



CEQR SCOPING PROCESS:

FORWARD - PROJECT SCOPING SUMMARY

This forward/project scoping summary of the New York City Environmental Quality Review (CEQR) Draft Scope of Work has been prepared for the Shore Road Bridge over Hutchinson River Project (the Project) to provide information to the public in support of the CEQR scoping process that will be conducted in tandem with the concurrent National Environmental Policy Act (NEPA) scoping process for the preparation of an Environmental Impact Statement (EIS) for the Project.

Persons and agencies who may be interested in or affected by the proposed project are encouraged to comment on the information in this document.

The New York City Department of Transportation (NYCDOT), as project sponsor and joint lead agency, with U.S. Department of Transportation, Federal Highway Administration (FHWA), as federal lead agency, and the New York State Department of Transportation (NYSDOT), as joint lead agency, are preparing an EIS for the Shore Road Bridge over Hutchinson River Project (the Project) located in the Bronx, New York, in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, et seq.), 23 USC 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR §1500-1508), FHWA regulations implementing NEPA (23 CFR §771.101-771.139) and applicable Federal, State, and local governmental laws and regulations. As noted in Section 310 of the 2020 *CEQR Technical Manual*¹:

“NEPA’s regulations, found at 40 CFR Part 1506, provide for a process to coordinate the federal and state and/or City procedures to achieve savings of time and money and to avoid duplicative procedures. Federal agencies must cooperate with City agencies ‘to the fullest extent possible to reduce duplication between NEPA and state and local requirements,’ by such means as (1) joint planning processes, (2) joint environmental research and studies, (3) joint public hearings, and (4) joint environmental assessments.”

As such, the environmental review for this project will be conducted to satisfy CEQR and NEPA requirements concurrently.

The Project is classified as a NEPA Class I action under 23 CFR 771 and a City Environmental Quality Review (CEQR) Type 1 action under 6 NYCRR 617 and 43 RCNY §6.

BACKGROUND INFORMATION: The Shore Road Bridge, also known as the Pelham Bridge, is an 865-foot-long bridge with seven spans. The main span over the navigation channel is a double-leaf movable bascule span, which is flanked by three concrete arch spans on either side. The bridge and its associated roadway provide access to major interchanges with the Hutchinson River Parkway and Bruckner Expressway west of the bridge and City Island Road east of the bridge.

¹ New York City Mayor’s Office of Environmental Coordination. November 2020. City Environmental Quality Review Technical Manual. Available from: https://www1.nyc.gov/assets/oec/technical-manual/2020_ceqr_technical_manual.pdf. Accessed on May 7, 2021.

1. Purpose and Need for the Proposed Action

The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River. The objectives of the Project are to address the identified structural, geometric and operational deficiencies of the crossing, address operational constraints associated with the passage of marine vessels under the bridge, and improve bicycle/pedestrian facilities on the Shore Road Bridge. The Project is needed to address structural deficiencies; improve vehicular and marine traffic operations and the operational reliability of the bridge; address geometric deficiencies; and improve pedestrian and bicycle accommodations. The current draft project purpose and need may be found in this Draft Scope of Work, which is available on the project website location noted in the summary above.

2. Preliminary Description of the Proposed Action and Alternatives

A reasonable range of alternatives for detailed study in the EIS is currently being considered and will be refined in consideration of agency and public comments received during the scoping comment period, noted below.

In addition to the No Build Alternative, potential project alternatives include bridge replacement and bridge rehabilitation. A preliminary description of these potential alternatives is below.

The No Build Alternative assumes no improvements other than those planned by others or implemented as part of routine maintenance.

The Bridge Rehabilitation Alternative would require major work to extend the useful life of the existing Shore Road Bridge. The operability of the bridge would need to be maintained while addressing structural deficiencies, geometric deficiencies, and operational reliability of the bridge.

The Bridge Replacement Alternative would replace the existing Shore Road Bridge with a new bridge. Various bridge replacement concepts will be considered during the scoping process, including both on-line and off-line horizontal alignments and several different vertical profile/clearances (heights) over the navigation channel in the closed or fixed positions.

3. Summary of Expected Impacts

The EIS will include an evaluation of the potential social, economic, and environmental effects resulting from the implementation of the Project. Based on preliminary review of existing conditions within and in proximity to the Project location, the implementation of the Project could result in effects to cultural and historic resources; social conditions; parks and recreational areas; threatened and endangered species; tidal wetlands; coastal resources; navigable waters; hazardous waste and contaminated materials; floodplains; traffic noise; air quality; local and regional economies; and visual resources. The analyses and evaluations conducted for the EIS will identify the potential for effects; whether the anticipated effects would be adverse; and mitigation measures for adverse effects. Evaluations under Section 4(f) of the USDOT Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act of 1965 will be prepared, and consultation under Section 106 of the National Historic Preservation Act of 1966 will be undertaken concurrently with the NEPA/CEQR environmental review processes.

4. Anticipated Permits and Other Authorizations

Potential permits and approvals for the Project include: a U.S. Army Corps of Engineers (USACE) Section 404 Clean Water Act and Section 10 Rivers and Harbors Act Permit for construction in the Hutchinson River and potential tidal wetland impacts; U.S. Coast Guard (USCG) Bridge Permit, which establishes allowable clearances for bridges over navigable waterways such as the Hutchinson River; National Marine Fisheries Service (NMFS) Section 7 Endangered Species Act Consultation for potential impacts on threatened and/or endangered species in the Hutchinson River; U.S. Fish and Wildlife Service (USFWS) Section 7 Endangered Species Act Consultation for potential impacts to federally-listed threatened species; NMFS Essential Fish Habitat Consultation for potential impacts to species due to construction in the Hutchinson River; as well as any other relevant New York State and City permits. Field verification meetings with USACE for the wetlands delineation were held on June 12, 2018 and September 10, 2019, and USACE issued a jurisdictional determination (JD) on June 15, 2020. The first Cooperating Agency meeting for the Project was held on March 3, 2021 (Cooperating Agencies include USACE, NMFS, United States Environmental Protection Agency (USEPA), Federal Transit Administration (FTA), New York State Department of Environmental Conservation (NYSDEC), and New York State Historic Preservation Office (SHPO) at New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP)) and the first Participating Agency meeting for the Project was held on March 5, 2021 (Participating Agencies include USCG, United States Department of Interior (USDOI)/National Park Service (NPS), USFWS, Advisory Council on Historic Preservation (ACHP), Metropolitan Transportation Authority (MTA), Village of Pelham Manor, New York City Department of Parks and Recreation (NYCDPR), New York City Department of City Planning (NYCDCP), New York City Landmarks Preservation Commission (LPC), New York City Department of Environmental Protection (NYCDEP), New York City Mayor's Office of Resiliency (NYCMOR), New York City Office of Emergency Management (NYCEM), New York City Mayor's Office of Environmental Coordination, New York City Mayor's Office of Sustainability (NYCMOS), New York City Department of Sanitation (DSNY), Fire Department of the City of New York (FDNY), City of New York Police Department (NYPD), New York City Public Design Commission, New York Office of General Services (OGS), Delaware Tribe, Shinnecock Indian Nation Tribal Office, and Stockbridge-Munsee Community). Meetings with Cooperating and Participating Agencies will continue to be held throughout the environmental review process. In addition, a meeting with USCG was held on April 21, 2021.

5. Schedule for the Decision-making Process

The Project schedule will be established as part of the requirements of the environmental review process under 23 U.S.C. 139 and will comply with 40 CFR § 1501.10(b)(2), which requires that environmental reviews and authorization decisions for major infrastructure projects occur within two years (from the date of publication of the NOI to the date of issuance of the Record of Decision [ROD]), and all necessary authorizations be issued efficiently and in a timely manner, in cooperation with the FHWA. A current draft of the coordination plan, public involvement plan, and project schedule are included in this Draft Scope of Work, which is posted on the project website noted above.

The anticipated project schedule is outlined below:

- Public Scoping Meetings (June 2021)
- Scoping Report Publication (November 2021)
- Notice of Availability of the Draft EIS (DEIS) (October 2022)
- Public Hearing (October 2022)

- End of DEIS Comment Period (November 2022)
- Publish Single Final EIS (FEIS) / ROD (April 2023)
- Issue all Project Permits and Authorization Decisions (July 2023)

6. A Description of the Public Scoping Process

Public and agency outreach will include a formal Public Scoping Meeting scheduled on June 29, 2021. The first Cooperating Agency meeting for the Project was held on March 3, 2021 and the first Participating Agency meeting for the Project was held on March 5, 2021. During these meetings, the agencies were presented with a general overview of the Project, including the project needs, purpose, and objectives and project schedule, a discussion of the anticipated roles and responsibilities of the agencies, a summary of key environmental topics, and planned public outreach activities. Monthly meetings with Cooperating Agencies and periodic meetings with Participating Agencies will continue to be held throughout the environmental review process. Concurrence Point #1, the adoption of the Project Purpose, Objectives, and Need, was distributed to the Cooperating Agencies on March 8, 2021. Attachment A to the Agency Coordination Plan is the Permitting Timetable and it was distributed to the Cooperating Agencies on March 16, 2021 and April 9, 2021. The Permitting Timetable will be posted by FHWA to the Federal Permitting Dashboard within 30 days of the publication of this Notice of Intent. The Agency Coordination Plan and Public Involvement Plan were distributed to the Cooperating Agencies on April 7, 2021 and will be posted on the project website.

As described above, this Draft Scope of Work is available on the project website. This Draft Scope of Work contains the Draft Statement of Purpose, Objectives, and Need, Agency Coordination Plan, Public Involvement Plan, Schedule/NEPA Process/Project Timeline, and Project Maps/Figures. Public notice will be given of the date, time, and location of the Public Scoping Meeting. To assist in determining the scope of issues to be addressed and identifying the potential for significant issues related to the proposed action, the general public will have the opportunity to submit written comments at the Public Scoping Meeting and during the 30-day scoping comment period beginning on the date of the NOI publication. A DEIS will be available for public and agency review and comment prior to the DEIS Public Hearing.

7. Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

With this Notice, FHWA, NYSDOT, and NYCDOT request and encourage State, Tribal, and local government agencies, and the general public, to review the complete Draft Scope of Work and submit comments on any aspect of the Project that might benefit the project understanding. Specifically, agencies and the public are asked to identify and submit potential alternatives for consideration and information such as anticipated significant issues or environmental impacts and analyses relevant to the proposed action for consideration by the Lead and Cooperating Agencies in developing the DEIS. Comments must be received July 14, 2021. Comments or questions concerning this proposed action, including comments relative to potential alternatives, information and analyses, should be directed to the FHWA and NYCDOT at the addresses provided above.

DATES: To ensure that a full range of issues are addressed in the EIS and potential issues are identified, comments and suggestions are invited from all interested parties. NYCDOT requests comments and suggestions on potential project alternatives and impacts, and the identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human

environment. The purpose of this request is to bring relevant comments, information, and analyses to NYCDOT or FHWA's attention, as early in the process as possible, to enable the agency to make maximum use of this information in decision making. Comments are to be received by NYCDOT or FHWA at the address below by July 14, 2021. Comments may be submitted via postal mail or email. A summary of the comments received during this 30-day comment period will be included in the Draft EIS.

FOR FURTHER INFORMATION CONTACT: Naim Rasheed, Assistant Commissioner, New York City Department of Transportation, Traffic Engineering & Planning, 55 Water Street, 6th floor, New York, NY 10004, Telephone: (212) 839-7710 or Richard J. Marquis, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 11A Clinton Avenue, Suite 719, Albany, New York 12207, Telephone: (518) 431-4127



Shore Road Bridge over Hutchinson River Project Draft Statement of Purpose, Objectives, and Needs



**Shore Road Bridge over Hutchinson River Project
Bronx County, New York City, New York
Draft Statement of Purpose, Objectives, and Needs**

The Federal Highway Administration (FHWA), as federal lead agency, the New York State Department of Transportation (NYSDOT), as joint lead agency, and the New York City Department of Transportation (NYCDOT), as project sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) for the Shore Road Bridge over Hutchinson River Project (the Project) located in the Bronx, New York. The project is classified as a National Environmental Policy Act (NEPA) Class I action under 23 CFR 771 and a City Environmental Quality Review (CEQR) Type 1 action under 6 NYCRR 617 and 43 RCNY §6. The Shore Road Bridge, also known as Pelham Bridge, is an 865-foot-long bridge with seven spans. The main span over the navigation channel is a double-leaf movable bascule span, which is flanked by three concrete arch spans on either side (see **Figure 4**). The Shore Road Bridge carries approximately 17,000 vehicles per day on four travel lanes and pedestrian traffic on one sidewalk. The bridge's bascule span lifts for the passage of marine vessels navigating the Hutchinson River. The existing bridge was opened to traffic in 1908 and was designed and constructed in accordance with the bridge and roadway engineering practices of that time. The bridge has undergone numerous limited rehabilitations, including the most recent interim repair work in 2002.

The roadway carried by the bridge (Shore Road) is classified as an "Urban Principal Arterial-Other" by the NYSDOT, and serves as a critical link in the area's transportation network. The bridge and Shore Road provide access to major interchanges with Hutchinson River Parkway and Bruckner Expressway west of the bridge and City Island Road east of the bridge.¹ The Project is located within Pelham Bay Park, the largest park in New York City. The bridge is located on one of two access routes for Pelham Bay Park and Orchard Beach and on the sole truck access route for Pelham Bay Park and City Island (see **Figures 1** through **3**).

Project Purpose

The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

Project Objectives

The following objectives have been established to further refine the purpose of the Project:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

¹ For consistency, discussion of the directional orientation of the Shore Road Bridge in this document is east to west, which is based on the orientation designation established under the NYSDOT Bridge Inventory System.

Project Needs

The needs for the Project are as follows:

- Address structural deficiencies;
- Improve vehicular and marine traffic operations and the operational reliability of the bridge;
- Address geometric deficiencies; and
- Improve pedestrian and bicycle accommodations.

Address structural deficiencies: The Shore Road Bridge has been in service for over 110 years. The bridge is subject to a harsh marine environment, including freeze-thaw cycles, salt exposure, marine splash conditions, and de-icing salts, which contribute to the corrosion of bridge elements. Based on a Biennial Inspection of the bridge, dated June 13, 2018, the NYSDOT assigned a general recommendation of 4, indicating that it is a deteriorated bridge. Visible signs of deterioration in the substructure include scaling, efflorescence, cracking, and spalling, with exposed and corroded rebar at many locations on the bridge. These conditions were noted in prior inspections and the various elements of the bridge continue to deteriorate.

The bridge was designed to standards that were in place over 110 years ago. The structural capacity of the existing bridge was not designed to accommodate the range of vehicle types and loads found today. The interim repair and rehabilitation work that has been performed on the bridge has enabled it to remain in service. However, its continued use and marine setting contribute to the progressive deterioration of its structural capacity. The Shore Road Bridge is not load posted since structural redundancy allows for load redistribution. Recurring interim repairs by NYCDOT are intended to address the most critical deficiencies; however, deterioration of the bridge structure is expected to continue and accelerate in the future. The open grid deck at the movable span allows deicing salts and runoff to drop directly onto relatively light gauge steel members and exacerbate existing corrosion conditions.

The FHWA has classified the Shore Road Bridge as structurally deficient with a National Bridge Inventory (NBI) condition rating of 4 for the superstructure.^{2,3,4} In addition, the bridge requires frequent repairs in part due to frequent vessel impacts to the fender system.

The existing Shore Road Bridge was not designed to withstand seismic loadings and has inadequate seismic capacity; therefore, the existing bridge is vulnerable to earthquake conditions.

² The FHWA has established an NBI condition rating system that measures the overall condition of five key bridge components on a scale of 1 (failing condition) to 7 (new condition). The FHWA classifies a bridge as “structurally deficient” if any one component is in Poor or Worse condition.

³ The NYSDOT uses a bridge inspection program to classify the condition of bridges. Each bridge element has a general condition rating ranging from CS-1 (Good) to CS-4 (Severe). These general condition ratings are a quantitative representation of the physical condition of an element. The NYSDOT also computes an overall New York State condition rating for each bridge by combining the ratings of individual key bridge components using a weighted average formula. The NYSDOT general condition rating scale ranges from 1 (failing condition) to 7 (new condition). The NYSDOT considers a general condition rating of less than 5 to be “deteriorated.” The Shore Road Bridge rating is 4, which is “deteriorated”.

⁴ A “superstructure” refers to the part of the bridge that rests on its piers and abutments.

In addition, extrapolating from the previous fatigue assessment, roughly 150 members of the bascule span have a remaining fatigue life of less than 10 years.

Thus, there is a need to address the structural deficiencies of the Shore Road Bridge.

Improve vehicular and marine traffic operations and the operational reliability of the bridge: In the closed position, the existing Shore Road Bridge provides 13 feet of vertical clearance above mean high water (MHW). This portion of the Hutchinson River has been mapped as a navigable waterway by the National Oceanic and Atmospheric Administration (NOAA), and designated as a navigable waterway under the jurisdiction of the United States Coast Guard (USCG), per 33 CFR §2.34. The vertical clearance for bridges over navigable waterways is approved by the USCG. The approval of the vertical clearance is based on navigation data and vertical clearances of adjacent bridges in the waterway. The next vehicular movable bridge upstream of the Shore Road Bridge is the Hutchinson River Parkway Bridge, a double-leaf bascule providing a 30-foot vertical clearance. Due to the existing 13-foot vertical clearance of the Shore Road Bridge, it is one of the most frequently opened movable bridges in New York City, requiring 809 openings for marine traffic in 2017. This contrasts with the Hutchinson River Parkway Bridge, which had 130 opening in 2017. Virtually all openings of the Shore Road Bridge are for commercial vessels, including tugs with barges carrying oil, building materials, or scrap metal.

The frequent openings for marine traffic results in vehicular traffic delays. On average, each bridge opening requires vehicular and non-motorized traffic to be stopped for approximately 10 minutes while the vessels traverse below the bridge.

The vehicular traffic delays further increase when the bridge becomes inoperable in an open or closed position due to the malfunction of outdated mechanical and electrical equipment (discussed below). There is a need to improve traffic flow and to reduce wait time and delay for surface traffic while marine vessels pass below the bridge.

Fenders directly attached to the piers of the bascule span delineate the channel beneath the bridge. The channel is approximately 59 feet wide between the fenders (see **Figure 4**). The Shore Road Bridge has the smallest horizontal clearance of all bridges on the Hutchinson River. The United States Army Corps of Engineers (USACE) Eastchester Creek Federal Navigation Project⁵ width varies along the Hutchinson River. The current channel width is constrained by the numerous structures crossing the river and, in these locations, the mapped channel is tapered down to match the restrictions of the structure. The navigation channel is as wide as 200 feet, yet it narrows at the Shore Road Bridge. The overall mapped channel width in the general area of the existing bridge is over 100 feet. As per NOAA Navigation Chart 12366, bridges upstream from the Shore Road Bridge provide 68 to 130 feet of horizontal clearance. The upstream bridge with the lowest horizontal clearance is the Amtrak Bridge, which has a 68-foot horizontal clearance and is 1,000 feet north of the Shore Road Bridge; however, the Amtrak Bridge is programmed for replacement in approximately 10 years.

⁵ Web link to Eastchester Creek Federal Navigation Project Fact Sheet:
<https://www.nan.usace.army.mil/Media/Fact-Sheets/Fact-Sheet-Article-View/Article/487367/fact-sheet-eastchester-creek-new-york/>.

There have been up to 40 recorded vessel impacts to the fender system per year. These impacts were attributed to the need for vessels to make a sharp turn when heading downriver after clearing the Amtrak railroad bridge and the narrow horizontal clearance of the Shore Road Bridge. Vessel impacts undermine the structural integrity of the bridge and lead to frequent repairs of the fender system. Widening the horizontal clearance and other geometric improvements are needed to provide the space required for vessels to traverse this section of the Hutchinson River, and to align for passage under multiple bridges.

The mechanical and electrical equipment is obsolete on the movable span, and last underwent a major rehabilitation in the 1980s. Many mechanical features and components on the bridge have remained for over 100 years. Since the bridge opens multiple times per day, the machinery experiences constant wear and requires frequent maintenance. The existing bridge has a single movable span, making maintenance or rehabilitation difficult since the movable span cannot be temporarily removed from service without impacting vehicular or marine traffic. In addition, failed electrical components and cascading control system breakdown have resulted in unpredictable and prolonged temporary closures to traffic. Troubleshooting of outdated equipment requires specialized knowledge and NYCDOT maintenance resources. The repairs are unpredictable and frequently costly.⁶

Thus, there is a need to improve vehicular and marine traffic operations and the operational reliability of the bridge.

Address geometric deficiencies: Within the project limits, Shore Road is functionally classified as an “Urban Principal Arterial – Other” by the NYSDOT and is on the National Highway System (NHS). The bridge is also classified as a Critical Bridge⁷ by the NYSDOT. The existing Shore Road Bridge has non-standard geometric features, such as lane width, sidewalk width, lack of shoulders, grades on approach spans, and lateral clearances. The geometric deficiencies include the following:

- Lane widths on the bridge are 10 feet, which is below the required minimum of 11 feet for arterial roadways, such as Shore Road;
- No shoulders are provided on the bridge;
- There is no lateral offset on the west side of the bridge between the traffic barrier and the traffic lane (see **Figures 1** through **4**); and
- One sidewalk that varies in width from 4 feet to 7.5 feet exists on the south side of the current bridge to serve the needs of pedestrians and dismounted cyclists. To provide continuity with adjoining shared-use paths, American Association of State Highway and

⁶ Due to the age of the current mechanical and electrical system, the bridge’s components are obsolete. Replacement equipment is frequently difficult to source, and if not available within the NYCDOT inventory of new old stock, the parts must be custom fabricated. The mechanical and electrical systems are difficult to troubleshoot due to the age of the systems combined with the quantity and interim nature of repairs implemented since the last rehabilitation.

⁷ As defined in the NYSDOT Load and Resistance Factor Design (LRFD) Blue Pages Section 3.10.5, a “Critical Bridge” will continue to function as a part of the lifeline, social/survival network and serve as an important link for civil defense, police, fire department and/or public health agencies to respond to a disaster situation after the event, providing a continuous route. Critical Bridges are part of a designated evacuation route or provide sole access to critical facilities.

Transportation Officials (AASHTO) guidelines require a path that is a minimum of 12 feet wide.

Thus, there is a need to address geometric deficiencies.

Improve pedestrian and bicycle accommodations: The sidewalk on the south side of the bridge is part of the Mosholu-Pelham Greenway and East Coast Greenway. A separated shared-use path is located west of the bridge from Crimi Road to the west abutment of the bridge. Bicyclists are informed by signage to dismount and walk their bicycles across the bridge because the existing south sidewalk on the bridge is too narrow for combined pedestrian and bicycle use. The sidewalk transitions back to a shared-use path to the east of the bridge. The lack of separation between bicyclists/pedestrians and automobiles on the bridge is also undesirable. Bicyclists are discouraged from riding their bikes on the bridge due to the current narrow traffic lanes, lack of shoulders and open grid deck on the movable span. In addition, drainage catch basins have collapsed along the south side curb, creating a potential hazard to bicyclists.

Thus, there is need for improved pedestrian and bicyclist accommodations across the bridge.

Figures



USGS Topographic Map - Flushing Quadrangle



0 1,000 FEET

Project Location



SHORE ROAD BRIDGE OVER HUTCHINSON RIVER PROJECT

Project Location
Figure 2



Existing Bridge Elevation

Figure 4



Shore Road Bridge over Hutchinson River Project Agency Coordination Plan



**Shore Road Bridge over Hutchinson River Project
PIN X773.63
(Bronx County, New York)**

DRAFT AGENCY COORDINATION PLAN

Last Updated: May 24, 2021

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Section 1:

Introduction

The Federal Highway Administration (FHWA), as federal lead agency, the New York State Department of Transportation (NYSDOT), as joint lead agency, and the New York City Department of Transportation (NYCDOT), as project sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) for the Shore Road Bridge over Hutchinson River Project (the Project) located in the Bronx, New York. The project is classified as a National Environmental Policy Act (NEPA) Class I action under 23 CFR 771 and a City Environmental Quality Review (CEQR) Type 1 action under 6 NYCRR 617 and 43 RCNY §6.

1.1 PURPOSE OF THE AGENCY COORDINATION PLAN

The Agency Coordination Plan (ACP) has been developed to guide the Project's coordination activities with interested, involved, cooperating, and participating agencies through the environmental review and approval process.

The ACP for the Project conforms to the requirements of NEPA, and specifically complies with the current federal surface transportation law, Fixing America's Surface Transportation Act (FAST Act) of 2015, as required in 23 CFR Section 139 (Efficient Environmental Reviews for Project Decisionmaking). In addition, the Project's ACP conforms to the requirements of SEQRA and CEQR.

The FAST Act carries forward requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century Act (MAP-21) that increase opportunities for the public and federal, state, and local agencies to have active and early involvement in the NEPA process and to provide input on a project's purpose and need, environmental study methodology, and alternatives under consideration. The FAST Act includes a collaborative and integrated approach to transportation decision-making that considers benefits and impacts during the planning process and also carries forward the mandate of a coordination plan for all highway, rail, and transit projects for which an EIS is being prepared under NEPA. Accordingly, the Lead Agencies have prepared this ACP to describe the process and communication methods for disseminating information about the Project, as well as to solicit and consider input from the public and other agencies.

Additionally, the ACP complies with the CEQ implementing regulations as updated July 2020, per: *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020.

The ACP will be in effect throughout the environmental review and permitting processes, ending with the issuance of all authorizations and permits for the Project. This plan is a flexible, "living" document that can be amended during environmental review and permitting processes for the Project. Changes to the ACP are documented in Section 6: Revision History.

1.2 PROJECT OVERVIEW

The Shore Road Bridge, also known as Pelham Bridge, is an 865-foot-long bridge with seven spans. The main span over the navigation channel is a double-leaf movable bascule span, which is flanked by three concrete arch spans on either side. The Shore Road Bridge is located within Pelham Bay Park in Bronx County, New York. The Project is generally located in the area surrounding Shore Road between the Bruckner Expressway and Orchard Beach Road. (see **Figures 1** through **3**). The limits of the project corridor and associated general Study Area will be determined and described in the Scoping Report.

The Shore Road Bridge carries approximately 17,000 vehicles per day on four travel lanes and pedestrian traffic on one sidewalk. The bridge's bascule span lifts for the passage of marine vessels navigating the Hutchinson River. The existing bridge was opened to traffic in 1908 and was designed and constructed in accordance with the bridge and roadway engineering practices of that time. The bridge has undergone numerous limited rehabilitations, including the most recent interim repair work in 2002.

The roadway carried by the bridge (Shore Road) is classified as an “Urban Principal Arterial-Other” by NYSDOT and serves as a critical link in the area’s transportation network. The bridge and Shore Road provide access to major interchanges with Hutchinson River Parkway and Bruckner Expressway west of the bridge and City Island Road east of the bridge. The Project is located within Pelham Bay Park, the largest park in New York City. The bridge is located on one of two access routes for Pelham Bay Park and Orchard Beach and on the sole truck access route for Pelham Bay Park and City Island.



USGS Topographic Map - Flushing Quadrangle

SHORE ROAD BRIDGE OVER HUTCHINSON RIVER PROJECT

Figure 1



SHORE ROAD BRIDGE OVER HUTCHINSON RIVER PROJECT

**Project Location
Figure 2**



May 24, 2021

1.2.1 PROJECT PURPOSE, OBJECTIVES, AND NEEDS

The needs for the Project are to address structural deficiencies; improve vehicular and marine traffic operations and the operational reliability of the bridge; address geometric deficiencies; and improve pedestrian and bicycle accommodations. The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

The following objectives have been established to further refine the purpose of the Project:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

1.2.2 NOTICE OF INTENT

A Notice of Intent (NOI) to prepare an EIS was published in the *Federal Register* Vol.64, No.203 on October 21, 1999 to advise the public that an EIS would be prepared for a proposed highway project involving the Shore Road Bridge over the Hutchinson River in Bronx County, New York. Due to the time elapsed, since the NOI was originally issued for the Project, the FHWA will rescind the 1999 NOI and issue a new NOI to prepare an EIS for this Project, which will be published in the *Federal Register*. The NOI will notify the public of the intent to prepare an EIS for the Project. A Project Scoping Report will be prepared and will be made available to the public via the NYCDOT project website, the FHWA website, and at local document repositories, such as local Community Board offices (10, 11, and 12), local municipal offices, and libraries.

A reasonable range of alternatives is currently being considered and will be evaluated during the NEPA scoping process in consideration of agency and public comments received. Potential alternatives that may be considered during the scoping process include bridge replacement and bridge rehabilitation, in addition to the No-Build Alternative.

The FHWA will coordinate with Cooperating and Participating Agencies throughout the environmental review process, pursuant to 23 US Code §139, and *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020.

1.3 POTENTIAL KEY RESOURCE CONCERNS

The EIS will include an evaluation of the Project's potential social, economic, and environmental effects resulting from implementation of the proposed action. The potential key topics of concern include the following environmental topics:

- Environmental Justice
- Economic Effects
- Wetlands
- Threatened and Endangered Species
- Navigable Waters
- Coastal Resources
- Historic and Cultural Resources
- Visual Resources
- Air Quality
- Traffic Noise
- Hazardous Waste and Contaminated Materials
- Parkland
- Construction Effects

Section 2: Cooperating/Participating Agencies

For this EIS, the FHWA is the Federal Lead Agency, the NYSDOT is joint lead agency and the NYCDOT is project sponsor and joint lead agency. The Lead Agencies are responsible for managing and advancing the coordination process, ensuring that the environmental review process is conducted properly, and preparing and delivering the EIS. The FHWA, the NYSDOT, and the NYCDOT are committed to the efficient management of the Project and providing opportunities for coordination with interested federal, state and local agencies.

2.1 LIST OF AGENCIES AND ANTICIPATED INVOLVEMENT

Prior to issuing a new NOI to prepare an EIS for the Project, the Lead Agencies will identify and formally invite the appropriate agencies to serve as Cooperating and/or Participating Agencies for the Project. Cooperating and Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the Project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval.

According to the Council on Environmental Quality (CEQ) regulations (40 CFR § 1508.5), "Cooperating Agency" means any federal agency, other than a Lead Agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a federally recognized Native American tribe may, by agreement with the Lead Agencies, also become a Cooperating Agency. CEQ also states (40 CFR § 1501.8) that an agency may request the Lead Agency to designate it a Cooperating Agency.

"Participating Agencies" are those with an interest in the Project. The standard for Participating Agency status is more encompassing than the standard for Cooperating Agency status. Therefore, Cooperating Agencies are, by definition, Participating Agencies, but not all Participating Agencies are Cooperating Agencies. The Lead Agencies have considered the distinctions noted below in deciding whether to invite an agency to serve as a Cooperating/Participating Agency or as a Participating Agency.

Consistent with the CEQ implementing regulations as updated July 2020, per: *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020, the Cooperating Agencies are responsible for the following as they relate to the agencies' areas of expertise:

- Coordinating and synchronizing authorization reviews with the NEPA process;
- Making available personnel and/or expertise to the Joint Lead Agencies, to the extent practicable and at the request of the Joint Lead Agencies;
- Identifying information necessary to complete application reviews and authorizations, as well as the means to obtaining this information;
- Providing meaningful and early input to the methodologies and level of detail required in the environmental studies;
- Promptly identifying issues that could substantially delay or prevent granting of permits/approvals;
- Identifying opportunities for collaboration, including participating in coordination meetings and joint field reviews, as appropriate; and
- Providing timely review and comment on the environmental documentation provided by the Joint Lead Agencies to reflect the agencies' views and concerns on the adequacy of the documents, concepts/alternatives under consideration, and anticipated effects and mitigation for adverse effects.

The roles of Participating Agencies are as follows:

- Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency; and
- Use the process to address any environmental issues of concern to the agency.

See **Table 1** for a list of the agencies that have been invited to serve as Cooperating and Participating Agencies for the Project along with the reason for their requested involvement and particular responsibilities. The Cooperating and Participating Agencies will be consulted throughout the EIS process.

Table 1
List of Invited Cooperating and Participating Agencies

Agency Name	Involvement
Invited Cooperating Agencies	
U.S. Army Corps of Engineers (USACE)	Section 404, Clean Water Act permit Section 10, Rivers and Harbors Act permit
U.S. Coast Guard (USCG) ²	Bridge permit; Consultation related to navigation in the Hutchinson River
U.S. Department of Interior (USDOI)/National Park Service (NPS) ²	Consultation related to Section 4(f) USDOT Act, and Section 6(f), LWCF Act
U.S. Environmental Protection Agency (USEPA)	Consultation related to NEPA; Section 309, Clean Air Act; and Section 404, Clean Water Act
U.S. Fish and Wildlife Service (USFWS) ²	Consultation related to NEPA; Section 404, Clean Water Act; and in accordance with Section 7, Endangered Species Act
National Oceanic and Atmospheric Administration (NOAA)—National Marine Fisheries Service (NMFS)	Consultation in accordance with Section 7, Endangered Species Act; Essential Fish Habitat, Magnuson-Stevens Fishery Conservation and Management Act
Federal Emergency Management Agency (FEMA), Federal Region II ¹	Consultation related to resiliency and floodplains
Advisory Council on Historic Preservation (ACHP) ¹	Consultation related to Section 106 of the National Historic Preservation Act
Federal Transit Administration (FTA) ²	Consultation related to potential impacts to Mass Transit service from Project construction/operation
New York State Department of Environmental Conservation (NYSDEC)	Various permits and environmental reviews, including related to Endangered Species (New York State Environmental Conservation Law [ECL], Articles 11 & 13) & Wetlands (New York State ECL, Articles 15 [Protection of Waters] & 25 [Tidal Wetlands]); State Pollutant Discharge Elimination System (SPDES) permit for construction activities; Section 401 Water Quality Certification
New York State Historic Preservation Office (SHPO) at New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)	Concurrence under Section 106, National Historic Preservation Act; Section 4(f), USDOT Act
New York State Department of State (NYSDOS) ¹	Coastal Zone Consistency review
Invited Participating Agencies	
Metropolitan Transportation Authority (MTA)	Consultation related to potential impacts to Mass Transit service from Project construction/operation
Westchester Department of Transportation ¹	Consultation related to potential impacts to Mass Transit service from Project construction/operation
Village of Pelham Manor	Consultation related to potential impacts to Mass Transit service from Project construction/operation
New York Metropolitan Transportation Council (NYMTC) ¹	Review of Air Quality Conformity Determination
New York City Department of Parks and Recreation (NYCDPR)	Consultation related to parkland impacts; Consultation related to Section 4(f) USDOT Act and Section 6(f), LWCF Act
New York City Department of City Planning (NYCDCP)	Consultation related to environmental impacts; Coastal Zone Consistency Review/Compliance with Local Waterfront Revitalization Plan (LWRP)
New York City Landmarks Preservation Commission (LPC)	Consultation related to potential impacts to historic or archaeological resources
New York City Department of Environmental Protection (NYCDEP)	Consultation related to environmental impacts
New York City Mayor's Office of Resiliency (NYCMOR)	Consultation related to environmental impacts
New York City Office of Emergency Management (NYCEM) ¹	Consultation related to impacts to arterial roads and emergency service routes in the Bronx.
New York City Mayor's Office of Capital Project Development ¹	Consultation related to environmental impacts
New York City Mayor's Office of Environmental Coordination (MOEC)	Consultation related to environmental impacts
New York City Mayor's Office of Sustainability (NYCMOS)	Consultation related to environmental impacts
New York City Department of Sanitation (DSNY)	Consultation related to impacts to DSNY collector routes along local streets.

Table 1
List of Invited Cooperating and Participating Agencies

Agency Name	Involvement
Fire Department of the City of New York (FDNY)	Consultation related to impacts to arterial roads and emergency service routes in the Bronx.
City of New York Police Department (NYPD)	Consultation related to impacts to arterial roads and emergency service routes in the Bronx.
New York City Public Design Commission	Consultation related to the creation of permanent elements of infrastructure and landscape architecture.
New York Office of General Services (OGS)	Consultation related to property ownership.
Delaware Nation ¹	Consultation with Native American Tribal Government.
Delaware Tribe	Consultation with Native American Tribal Government.
Shinnecock Indian Nation Tribal Office	Consultation with Native American Tribal Government.
Stockbridge-Munsee Community	Consultation with Native American Tribal Government.
Notes:	
¹ Declined invitation to become a participating or cooperating agency.	
² Invited to become a cooperating agency but accepted role of participating agency.	

Coordination with Cooperating and Participating Agencies will occur through a combination of meetings, conference calls, and/or email updates. Meetings or conference calls with Cooperating Agencies will be scheduled monthly throughout the environmental review process. Additional meetings with Cooperating and Participating Agencies will be held on an as-needed basis to resolve issues as they arise. These meetings will be specific to the issue and agency involved.

In addition to the Cooperating and Participating Agencies, there are numerous other agencies and entities that may be asked to provide technical information and input throughout the development of the Project and with whom the project team will share information. These may include first responders and other regional and municipal agencies/organizations.

2.2 AGENCY CONTACT INFORMATION

Table 2 lists contact information for the invited Cooperating and Participating Agencies for the Project.

Table 2
Agency Contact Information

Agency	Contact Information
Federal Highway Administration (FHWA)	(518) 341-8896 https://www.fhwa.dot.gov/
New York State Department of Transportation (NYSDOT)	(718) 482-8681 https://www.dot.ny.gov/index
New York City Department of Transportation (NYCDOT)	(212) 839-7710 http://www.nyc.gov/html/dot/html/home/home.shtml
U.S. Army Corps of Engineers (USACE)	(917) 790-8702 https://www.usace.army.mil/
U.S. Coast Guard (USCG) ²	(212) 514-4331 https://www.uscg.mil/
U.S. Department of Interior (USDOI)/National Park Service (NPS) ²	(202) 208-3100 https://www.doi.gov/ (202) 208-6843 https://www.nps.gov/index.htm
U.S. Environmental Protection Agency (USEPA)	(212) 637-5000 https://www.epa.gov/
U.S. Fish and Wildlife Service (USFWS) ²	(631) 286-0485 https://www.fws.gov/
National Oceanic and Atmospheric Administration (NOAA)— National Marine Fisheries Service (NMFS)	(978) 281-9300 https://www.fisheries.noaa.gov/

Table 2
Agency Contact Information

Agency	Contact Information
Federal Emergency Management Agency (FEMA), Federal Region II ¹	(212) 680-3600 https://www.fema.gov/about/organization/region-2
Advisory Council on Historic Preservation (ACHP) ¹	(202) 517-0200 https://www.achp.gov/
Federal Transit Administration (FTA) ²	(202) 366-4040 https://www.transit.dot.gov/
New York State Department of Environmental Conservation (NYSDEC)	(718) 482-4900 https://www.dec.ny.gov/
New York State Historic Preservation Office (SHPO) at New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP)	(518) 474-0456 https://parks.ny.gov/
New York State Department of State (NYSDOS) ¹	(518) 474-4752 https://www.dos.ny.gov/
Metropolitan Transportation Authority (MTA)	(212) 878-7000 https://www.mta.info/
Westchester Department of Transportation ¹	(914) 995-1625 https://transportation.westchestergov.com/
Village of Pelham Manor	(914) 738-8820 https://www.pelhammanor.org/
New York Metropolitan Transportation Council (NYMTC) ¹	(212) 383-7200 https://www.nymtc.org/
New York City Department of Parks and Recreation (NYCDPR)	(212) 830-7700 https://www.nycgovparks.org/
New York City Department of City Planning (NYCDCP)	(212) 720-3300 http://www1.nyc.gov/site/planning/index.page
New York City Landmarks Preservation Commission (LPC)	(212) 669-7817 https://www1.nyc.gov/site/lpc/index.page
New York City Department of Environmental Protection (NYCDEP)	(212) 639-9675 https://www1.nyc.gov/site/dep/index.page
New York City Mayor's Office of Resiliency (NYCMOR)	(212) 346-6050 https://www1.nyc.gov/site/orr/index.page
New York City Office of Emergency Management (NYCEM)	(212) 639-9675 https://www1.nyc.gov/site/em/index.page
New York City Mayor's Office of Capital Project Development ¹	(212) 788-3000 https://www1.nyc.gov/site/capitalprojects/index.page
New York City Mayor's Office of Environmental Coordination	(212) 788-6801 https://www1.nyc.gov/site/oec/index.page
New York City Mayor's Office of Sustainability (NYCMOS)	(212) 676-0754 https://www1.nyc.gov/site/sustainability/index.page
New York City Department of Sanitation (DSNY)	(212) 639-9675 (718) 828-0540 https://www1.nyc.gov/assets/dsny/site/home
Fire Department of the City of New York (FDNY)	(718) 999-2000 https://www1.nyc.gov/site/fdny/index.page
City of New York Police Department (NYPD)	(646) 610-5000 https://www1.nyc.gov/site/nypd/index.page
New York City Public Design Commission	(212) 788-3071 https://www1.nyc.gov/site/designcommission/index.page
New York Office of General Services (OGS)	518-474-3899 https://ogs.ny.gov/
Delaware Nation ¹	(405) 247-2448 https://www.delawarenation-nsn.gov/
Delaware Tribe	(918) 337-6590 https://delawaretribe.org/
Shinnecock Indian Nation Tribal Office	(631) 283-6143
Stockbridge-Munsee Community	(715) 793-4111 https://www.mohican.com/
Notes:	
¹ Declined invitation to become a participating or cooperating agency.	
² Invited to become a cooperating agency but accepted role of participating agency.	

Section 3: Compliance with Council on Environmental Quality Regulations

The Project is considered a major infrastructure project. Consistent with the newly issued CEQ implementing regulations updated July 2020, per: *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020, federal agencies should process environmental reviews and authorization decisions for major infrastructure projects within an average of approximately two years (from the date of publication of the NOI to the date of issuance of the Record of Decision [ROD]), and issue all necessary authorizations efficiently and in a timely manner, in cooperation with the FHWA.

Prior to publication of the NOI, the Lead Agencies will:

- Identify and invite Cooperating and Participating Agencies for the Project;
- Develop the draft purpose statement and needs discussion;
- Identify significant issues and concerns that affect the environmental review and authorizations needed for the Project;
- Identify potential mitigation strategies;
- Determine the potential extent of analysis required for each resource (methods);
- Develop a Permitting Timetable;
- Develop an Agency Coordination Plan;
- Develop a Public Involvement Plan;
- Determine the reasonable availability of funding to complete the Project; and
- Request written concurrence on Concurrence Point 1.

Agencies will work cooperatively to ensure that the Project is fully considered under the applicable environmental processes without unnecessary delay. The agencies will carry out their obligations with respect to the environmental review and authorization decisions concurrently and in conjunction with the review performed by the FHWA, to the extent consistent with applicable law.

3.1 CONCURRENCE POINTS AND PERMITTING TIMETABLE

In accordance with existing regulations, at three points during the environmental review process, FHWA will request that Cooperating Agencies review project materials and provide written concurrence (or notification of non-concurrence) that the information is sufficient for that stage, and the environmental review process may proceed to the next stage of the NEPA process. To ensure an expeditious environmental review and facilitate early and ongoing effective coordination amongst involved agencies, there will be three concurrence points, including: 1) Purpose and Need; 2) Alternatives to be Carried Forward for Evaluation; and 3) Preferred Alternative. These concurrence points serve as milestones within the environmental review process. At each concurrence point, the Federal Lead Agency will request written concurrence from Cooperating Agencies whose authorization is required for the Project, who in turn indicate whether they “concur” that sufficient information has been provided for a given stage, and that the environmental review process may proceed to the next stage. In addition to the three concurrence points, the Federal Lead Agency will distribute a proposed Permitting Timetable to Cooperating Agencies for concurrence.

The coordination that will occur to achieve these milestones is described below. Anticipated dates for completion of the milestones are indicated. Monthly conference calls with the Cooperating Agencies will be scheduled to keep the agencies informed and offer the opportunity for the agencies to ask questions and provide input on the Project throughout the EIS process.

Concurrence Point 1: Purpose and Need (March 2021)

Prior to the publication of the NOI, the Lead Agencies will distribute the statement of purpose, needs, and objectives for the Project to the Cooperating Agencies whose authorization is required for the Project. The Cooperating Agencies will review the documentation and determine whether it meets their NEPA obligations. Agencies will either concur that the information is sufficient for that stage and the environmental review process may proceed to the next stage of the NEPA process or inform the FHWA that it cannot yet concur. An initial Cooperating Agency conference call will be held to provide the agencies with an overview of the Project, social, economic, and environmental considerations, anticipated permits and approvals, and the project schedule.

The EIS process will begin with the publication of the NOI, which is anticipated to occur in May 2021.

Permitting Timetable (March 2021)

The Lead Agencies will distribute a proposed Permitting Timetable to Cooperating Agencies for review and concurrence. If no Cooperating Agency objects in writing to the proposal, the proposal will be the Permitting Timetable for the Project, at the discretion of the FHWA. The FHWA will post the Permitting Timetable on the Federal Permitting Dashboard within 30 days of the NOI publication.

Concurrence Point 2: Alternatives to be Carried Forward for Evaluation (October 2021)

The NEPA scoping process is under way and the full range of issues and potential adverse impacts to be identified in the EIS are being evaluated. Public scoping meetings will be held to provide an opportunity for the public to participate in the scoping process of the Project and provide comments. The Cooperating Agencies will be invited to attend these meetings. A 30-day public comment period will begin with the publication of the NOI. Individuals will have the opportunity to comment on the NOI Report and information provided at the scoping meetings and/or provide other project-related input throughout the 30-day public comment period. As part of this scoping process, the Lead Agencies are evaluating project concepts, in consideration of agency and public comments received during the scoping process that will extend through the Public Scoping Meeting and comment period, and will establish a reasonable range of alternatives to be advanced for study in the Draft EIS (DEIS). The Lead Agencies will prepare a Scoping Report, which will identify the alternatives to be studied in the DEIS and include the comments received and responses to substantive comments. It is anticipated that the Scoping Report will be published in November 2021.

Prior to publishing the Scoping Report and prior to conducting detailed analysis for the DEIS, the Lead Agencies will distribute the draft “alternatives section” of the Scoping Report to the Cooperating Agencies. This draft report section will discuss those concepts that were considered and dismissed from further consideration (including reasons for dismissal) and those concepts that are being advanced as reasonable alternatives for study in the DEIS. The Cooperating Agencies whose authorization is required for the Project will either concur that the information is sufficient for that stage and the environmental review process may proceed to the next stage of the NEPA process or inform the FHWA that it cannot yet concur. Failure to respond will be treated as concurrence, at the discretion of the FHWA.

The monthly Cooperating Agency conference call that precedes this concurrence point will include discussion of the concepts considered, comments received, and the reasonable range of alternatives that the Lead Agencies intend to advance for study in the DEIS.

Upon completion of this concurrence point, the Scoping Report will be published.

Concurrence Point 3: Preferred Alternative (February 2022)

The Lead Agencies will study the social, economic, and environmental effects of the reasonable range of alternatives for the Project, identify adverse effects resulting from implementation of the action, and consider measures to mitigate adverse effects. The DEIS will document this evaluation. Based on the evaluation, the Lead Agencies will identify a preferred alternative, which will be documented in the DEIS.

Prior to releasing the DEIS for public comment, the Lead Agencies will distribute a document summarizing the identification of the proposed preferred alternative to the Cooperating Agencies. The Cooperating Agencies whose authorization is required for the Project will either concur that the information is sufficient for that stage and the environmental review process may proceed to the next stage of the NEPA process

or inform the FHWA that it cannot yet concur. Failure to respond will be treated as concurrence, at the discretion of the FHWA.

The monthly Cooperating Agency conference call that precedes this concurrence point will include discussion of the results of the social, economic, and environmental studies, the factors that were considered in identifying the preferred alternative, and the preferred alternative that the Lead Agencies intend to identify in the DEIS.

As needed, preliminary documentation from the DEIS will be provided to those agencies with public hearing requirements as a result of anticipated permits (e.g., USCG). The documentation will be focused on those areas within the agency's jurisdiction/area of expertise.

Upon completion of this concurrence point and any additional reviews as noted above, the DEIS will be published for public review.

The DEIS will be available for public comment for 45 days. A public hearing for the Project will be held during this 45-day public comment period. The hearing notice and other applicable notices will be written to comply with the permitting requirements of any of the Cooperating Agencies, as needed.

At the completion of the DEIS public comment period, the Lead Agencies will prepare a single Final EIS (FEIS), NEPA/SEQRA ROD and SEQRA Findings Statement (ROD/Findings Statement). The Lead Agencies will use the NEPA/SEQRA findings to make a CEQR finding. The comments received during the DEIS comment period and responses to substantive comments will be included in the FEIS. The Lead Agencies' final decision on the selected alternative will be documented in the FEIS and ROD/Findings Statement. The preliminary document will be provided to the Cooperating Agencies for a 30-day review period. This review will occur concurrently with FHWA's review of the document.

The signing of the single FEIS and ROD/Findings Statement will conclude the EIS process. Cooperating Agencies whose authorization is required for the Project will either sign the ROD or complete their own respective NEPA or SEQRA decision document. As per 6 NYCRR Part 617.15, "a final decision by a Federal agency will not be controlling on any state or local agency decision on the action, but may be considered by the agency." The FHWA will publish the notice of availability of the document in the *Federal Register*.

Cooperating Agencies will issue their respective approvals and/or permits in a timely manner, efficiently and in cooperation with the FHWA.

3.2 POTENTIAL SIGNIFICANT ISSUES AND CONCERNS THAT AFFECT ENVIRONMENTAL REVIEW AND AUTHORIZATIONS AND POTENTIAL MITIGATION STRATEGIES

Prior to the publication of the NOI, the Lead Agency should identify "significant issues and concerns that affect the environmental review and authorizations needed for the project" and potential mitigation strategies. Section 1.3 identified the potential key topics of concern for this Project. **Table 3** lists each of these topics and potential mitigation strategies that will be considered if adverse effects are anticipated to occur as a result of the action. Note that the information within **Table 3** is based on planning-level/pre-scoping review only and that detailed studies will be conducted for the DEIS for the reasonable range of alternatives under consideration.

Table 3
Potential Key Topics of Concern

Agency	Responsibilities	Resource/Topic	Potential adverse environmental impacts/permitting level
Advisory Council on Historic Preservation (ACHP)	Consultation under Section 106 of the National Historic Preservation Act of 1966 and implementing regulations (36 CFR 800)	Historic resources: Architectural resources and Archaeological resources; Section 6(f) park land	The Shore Road Bridge is eligible for listing on the National Register of Historic Places.

Table 3
Potential Key Topics of Concern

Agency	Responsibilities	Resource/Topic	Potential adverse environmental impacts/permitting level
New York State Historic Preservation Office (SHPO) at New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)	Consultation under Section 106 of the National Historic Preservation Act of 1966 and implementing regulations (36 CFR 800); Consultation for Section 4(f) Evaluation, U.S. Department of Transportation Act Coordinating consultation for Section 6(f), Land and Water Conservation Fund (LWCF) Act with the National Parks Service (NPS)		The Project Limits are located within the Pelham Bay Park Historic District, a historic property eligible for listing on the National Register of Historic Places.
New York City Landmarks Preservation Commission (LPC)	Consultation related to potential impacts to historic resources: architectural resources and archaeological resources		FHWA, NYSDOT, and NYCDOT will consult with the SHPO, the LPC, the ACHP, , and any local consulting parties under Section 106 of the National Historic Preservation Act of 1966, as amended, to avoid, minimize, or mitigate any adverse effects to the National Register-eligible bridge, National Register-eligible Historic District, and any other architectural historic resources.
Delaware Nation	Consultation with Tribal Nations		Potential presence of Native American archaeological sites. A Phase 1A Documentary Study may be conducted to determine the potential presence of archaeological resources.
Delaware Tribe			FHWA, NYSDOT, and NYCDOT will consult with SHPO, the Tribal Nations, and any local consulting parties to avoid, minimize, or mitigate any adverse effects to known archaeological resources.
Shinnecock Indian Nation Tribal Office			
Stockbridge-Munsee Community			
U.S. Department of Interior (DOI) /National Park Service (NPS)	Consultation for Section 4(f) Evaluation, U.S. Department of Transportation Act; Consultation for Section 6(f), LWCF Act	Historic sites, Parks, Recreational Areas & Refuges; Section 6(f) park land	Potential for Individual Section 4(f) Evaluation due to use of:

Table 3
Potential Key Topics of Concern

Agency	Responsibilities	Resource/Topic	Potential adverse environmental impacts/permitting level
New York City Department of Parks and Recreation (NYC Parks)	Consultation related to parkland impacts; Consultation for Section 4(f) USDOT Act; Consultation for Section 6(f), LWCF Act		<p>Historic Site NR-listed Pelham Bay Park Historic District NR-eligible Shore Road Bridge</p> <p>Parks, Recreational Areas & Refuges The Project Limits are located entirely within Pelham Bay Park.</p> <p>Potential for Section 6(f) Evaluation due to conversion of:</p> <p>6(f) park land to non-recreation use.</p>
U.S. Environmental Protection Agency (EPA)	Consultation related to NEPA; Section 309, Clean Air Act; and Section 404 (CWA), Clean Water Act; U.S. EPA National Pollutant Discharge Elimination System (NPDES); Executive Order 12898	<p>Storm Water Discharges from Construction Activities</p> <p>Review of Individual USACE Section 404 Permits</p> <p>Air quality and NAAQS</p> <p>Social Groups Benefited or Harmed, including Environmental Justice</p> <p>Wetlands and waterways, coastal zone consistency, historic and cultural resources, traffic noise, visual resources, and threatened and endangered species.</p>	<p>Erosion and sediment controls anticipated during construction.</p> <p>Expect EPA participation during USACE permitting process.</p> <p>Expect CAA review from EPA</p> <p>Expect EPA review of Environmental Justice analysis.</p>
U.S. Coast Guard (USCG)	Coast Guard Bridge permit; Consultation related to navigation in the Hutchinson River	Navigable waterways	<p>This portion of the Hutchinson River has been designated as a navigable waterway under the jurisdiction of the United States Coast Guard (USCG).</p> <p>Anticipate a Coast Guard Bridge Permit for marine traffic management during construction.</p>
National Oceanic and Atmospheric Administration (NOAA)—National Marine Fisheries Service (NMFS)	Consultation related to NEPA; Consultation for Section 7, Endangered Species Act; Consultation for Essential Fish Habitat, Magnuson-Stevens Fishery Conservation and Management Act	Tidal Waters/ Hutchinson River	<p>Potential occurrence of threatened and/or endangered marine species within the project limits requiring coordination with NMFS.</p> <p>Potential impacts on species due to construction in Hutchinson River.</p>

Table 3
Potential Key Topics of Concern

Agency	Responsibilities	Resource/Topic	Potential adverse environmental impacts/permitting level
U.S. Fish and Wildlife Service (USFWS)	Consultation related to NEPA; and in accordance with Section 7, Endangered Species Act	Entire Site	Potential consultation under Section 7 for ESA for a federally-listed threatened species.
U.S. Army Corps of Engineers (USACE)	Section 404, Clean Water Act permit Section 10, Rivers and Harbors Act permit	Wetlands and waterways	Anticipate a Section 404/Section 10 Permits due to construction in Hutchinson River. Potential impact to tidal wetlands.
New York State Department of Environmental Conservation (NYSDEC)	Various permits and environmental reviews, including related to Endangered Species (New York State Environmental Conservation Law [ECL], Articles 11 & 13) & Wetlands (New York State ECL, Articles 15 [Protection of Waters] & 25 [Tidal Wetlands]); State Pollutant Discharge Elimination System (SPDES) permit for construction activities; Solid/Hazardous Waste Management; Section 401 Water Quality Certification	Wetlands and waterways Solid/Hazardous Wastes	Several state-listed threatened and endangered have the potential to occur within the project limits. Potential for ground disturbance activities related to Project construction adjacent to or within the inactive landfill site. Anticipate needing Section 401 Water Quality Certification and SPDES permit due to construction in Hutchinson River. Potential impacts to tidal wetlands.
New York State Department of State (NYSDOS)	Coastal Zone Consistency review	Coastal zone	The Shore Road Bridge is located in the New York City Coastal Zone; therefore, an assessment of the Project's consistency with the New York City WRP and NYSDOS Coastal Zone Management Program will be prepared.
New York City Department of City Planning (NYCDCP)	Consultation related to environmental impacts; Coastal Zone Consistency Review/Compliance with Local Waterfront Revitalization Plan (LWRP)		
Metropolitan Transportation Authority (MTA)	Consultation related to potential impacts to Mass Transit service from Project construction/operation	Mass Transit Service	The project may have a temporary effect on mass transit, particularly bus service that typically travels over the Shore Road Bridge.
Westchester Department of Transportation			
Village of Pelham Manor			
Federal Transit Administration (FTA)			

Table 3
Potential Key Topics of Concern

Agency	Responsibilities	Resource/Topic	Potential adverse environmental impacts/permitting level
New York Metropolitan Transportation Council (NYMTC)	Review of Air Quality Conformity Determination	Air Quality	Air quality analysis of potential impacts due to both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions.
Federal Emergency Management Agency (FEMA), Federal Region II	Consultation related to resiliency and floodplains	Resiliency and Floodplains	Federal Emergency Management Agency (FEMA) floodplain maps will be reviewed to identify 100- and 500-year flooding around this portion of the Hutchinson River and any potential impacts to floodplains due to the project.
New York City Office of Emergency Management (NYCEM)	Consultation related to impacts to arterial roads and emergency service routes in the Bronx.	Emergency Services	The project may have a temporary effect on local emergency routes over the Shore Road Bridge.
Fire Department of the City of New York (FDNY)			
City of New York Police Department (NYPD)			
New York City Department of Sanitation (DSNY)	Consultation related to impacts to DSNY collector routes along local streets.	Sanitation Services	The project may have a temporary effect on sanitation services, particularly routes that typically travel over the Shore Road Bridge.
New York City Public Design Commission	Consultation related to the creation of permanent elements of infrastructure and landscape architecture.	Landscape Architecture and Visual Impacts	The Shore Road Bridge is located within Pelham Bay Park, spans the Hutchinson River and is visible along the waterway and from parts of Pelham Bay Park and Co-op City. The replacement bridge will alter the urban design of the area and change views to and from the Hutchinson River crossing.

3.3 METHODOLOGY FOR ENVIRONMENTAL STUDIES

Below is a description of the applicable social, economic, and environmental topics to be reviewed in the EIS (see **Table 4**). The environmental studies will be conducted in accordance with FHWA's *Environmental Impact and Related Procedures* (23 CFR 771) and other applicable guidance and regulations. In accordance with CEQ implementing regulations at 40 CFR §1502.16, (as updated July 2020, per: *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020), the EIS will include the assessment of: unavoidable adverse impacts; the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity; any irreversible or irretrievable commitments of resources; and other requirements per §1502.16.

Established procedures will be used for assessing effects; separate environmental methodologies will be developed, as needed, for topics where the evaluation of potential impacts of the Project varies from established procedures. A traffic study will be conducted to assess the Project's effects to the transportation system, including Shore Road, ramps, local roadways, intersections, transit, and pedestrian/bicycle facilities. The traffic data from this study will be used to inform the air quality and noise analyses, if warranted.

Table 4
Summary of Methodologies¹

Subject Area	Methodology
Land Use	Identify the current development trends and the State and/or local government plans and policies on land use and growth in the Study Area. Assess the consistency of the alternatives with the comprehensive development plans adopted for the area and (if applicable) other plans used in the development of the transportation plan required by Section 134. The secondary social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified.
Neighborhood and Community Cohesion	Evaluate potential beneficial or adverse changes in the neighborhoods or community cohesion for the various social groups as a result of the Project, changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian), reasonably foreseeable and have a reasonably close causal relationship to impacts on school districts, recreation areas, churches, businesses, police and fire protection, etc., and the impacts of alternatives on highway and traffic safety as well as on overall public safety.
Social Groups Benefited or Harmed, including Environmental Justice	Identify the general social groups specially benefitted or harmed by the Project, particularly the effects of the Project on the elderly, persons with disabilities, non-drivers, transit-dependent, low-income, and minority and ethnic groups. Any impacts to minority or ethnic populations should be discussed in detail and specifically for each impacted population. Address whether any social group is disproportionately impacted by the Project and identify possible mitigation measures to avoid or minimize any adverse impacts.
Regional and Local Economies	Evaluate the economic impacts on the regional and/or local economy such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. Assess the impacts on the economic vitality of existing highway-related businesses (e.g., gasoline stations, motels, etc.) and the resultant impact, if any, on the local economy. Evaluate the impacts of the proposed action on established business districts, and any opportunities to minimize or reduce such impacts by the public and/or private sectors.
Wetlands and Surface Waters	Identify the type, quality, and function of wetlands in the Study Area and describe the Project's potential to affect wetlands and any alternatives or practicable alternatives that avoid or minimize impacts to the wetlands. The importance of the impacted wetland and the severity of any impact, including an analysis of the short- and long-term effects of the Project, would be addressed.
Surface Water Quality	Summarize analyses and consultations with the State and/or local agency responsible for water quality. The discussion should include sufficient information to describe the ambient conditions of streams and water bodies which are likely to be impacted and identify the potential impacts of each alternative and proposed mitigation measures. Identify any locations where roadway runoff or other nonpoint source pollution may have an adverse impact on sensitive water resources such as water supply reservoirs, ground water recharge areas, and high quality streams
Navigable Waters	Identify the location and extent of any water body modifications proposed by the Project (e.g., impoundment, relocation, channel deepening, filling, etc.). The use of the stream or body of water for recreation, water supply, or other purposes should be identified. Identify any potential impacts to fish and wildlife as a result of any water body modifications.
Floodplains	Determine whether the Project will encroach on any floodplains in the Study Area and evaluate any flooding risks, impacts on natural and beneficial floodplain values, consistency with a community's floodplain development plan, measures to minimize floodplain impacts, and measures to restore and preserve the natural and beneficial floodplain values.
Coastal Resources	Evaluate consistency of the Project with the federal, state, and city coastal zone management policies. The assessment will include the preparation of federal, state, and city coastal consistency forms.

Table 4
Summary of Methodologies¹

Subject Area	Methodology
Groundwater Quality	The Project is not situated in, nor does it drain to the recharge area of a federal sole source aquifer, a NYSDEC-designated principal or primary aquifer or a private or municipal water supply well. There are no private water supply wells located in the area. As such, a groundwater evaluation is not anticipated at this time.
General Ecology and Wildlife Resources	Identify the ecological communities and habitats within the study area. Evaluate the nature and extent of potential effects of the Project on ecological communities and habitats, including general determinations of the amount and type of vegetation to be disturbed, special habitats that could be damaged, and possible interruption of fish and wildlife movements. If adverse effects are anticipated, identify mitigation measures in consultation with the appropriate agencies.
Endangered and Threatened Species	Identify whether federal and/or state threatened, endangered, or proposed candidate species are documented within the Study Area. Identify the habitat types in the Study Area and whether there are suitable habitats for the identified species. Assess effects to the species (as applicable) and identify measures to avoid, minimize, or reduce adverse effects to the species in consultation with appropriate agencies (as needed).
Historic and Cultural Resources	In accordance with Section 106 of the National Historic Preservation Act, tasks will include initiating consultation with the SHPO, Tribal Nations and other Consulting Parties, defining the Area of Potential Effects (APE), identifying historic resources within the APE, evaluating effects on identified historic resources, and avoiding, minimizing, or mitigating adverse effects (if any). Consultation with the State Historic Preservation Office, Advisory Council on Historic Preservation and Tribal Nations will occur, as needed.
Visual Resources	Evaluate the potential for the Project to result in visual quality impacts. Identify any impacts to the existing visual resource, the relationship of the impacts to potential viewers of and from the Project, and measures to avoid, minimize, or reduce adverse impacts to visual resources. Identify any proposed mitigation for visual quality impacts as a result of the Project.
Air Quality	Air quality analyses for this project could include a particulate matter microscale analysis, mesoscale analysis, and mobile source air toxic analysis. The analyses will be conducted in accordance with methodologies in NYSDOT's TEM and FHWA guidance and using the most recent version of USEPA's MOVES model and USEPA modeling guidance. If adverse effects are identified, mitigation measures will be considered.
Energy and Greenhouse Gases	Discuss the construction and operational energy requirements and conservation potential of the Project. Evaluate the Project's potential effects on energy consumption and greenhouse gas emissions using the most recent version of USEPA's MOVES model and NYSDOT and FHWA guidance.
Traffic Noise	Conduct a traffic noise analysis in accordance with FHWA traffic noise regulations (23 CFR 772) and NYSDOT "Noise Analysis Policy and Procedures." Identify and describe any noise sensitive areas, the extent of any noise impact on noise sensitive areas, and any applicable noise abatement measures, if available.
Asbestos	Conduct an asbestos assessment preliminary investigation to identify asbestos-containing materials that are expected to be disturbed as a result of the Project. Review historic survey data and bridge drawings as part of an Asbestos Screening. Following the screening, determine if an Asbestos Assessment (including additional investigatory sampling) will be required in preparation for abatement during demolition (and undertaken during final design).

Table 4
Summary of Methodologies¹

Subject Area	Methodology
Hazardous Waste and Contaminated Materials	Conduct a contaminated materials and hazardous substances assessment to identify the potential for encountering hazardous and non-hazardous contaminated materials as a result of the planned construction work. Determine the land use history and areas of environmental concern by examination of available data, maps and atlases, and other historical records. Obtain information on subsurface conditions including any historic information from borings performed on or near the Study Area, the 1993 remedial investigation/feasibility study for the Pelham Bay Landfill, and the 2009 NYCDEP Site Management Plan for the Pelham Bay Landfill. The assessment will evaluate subsurface soil and groundwater quality, and identify measures that would be implemented during construction for the proper handling, transport, and disposal of any excess material to reduce or prevent exposure to the public and on site workers.
Section 4(f) Evaluation	Evaluate, in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 and using FHWA guidance, the "use" of Section 4(f) resources (i.e., Pelham Bay Park) by the Project. Coordination with the regulatory agencies would begin early in the environmental review process.
Section 6(f) Evaluation	Evaluate, in accordance with Section 6(f) of the Land and Water Conservation Fund Act (LWCA) and using FHWA guidance, identify if there is any LWCF-protected parkland within the immediate vicinity, determine if there will be a conversion of LWCF-protected parkland to other than public outdoor recreation by the Project (i.e., recreational resources funded by LWCA in Pelham Bay Park), consider minimization alternative, and complete the NPS Proposal Description and Environmental Screening Form. Coordination with the regulatory agencies will begin early in the review process.
Construction Effects	Discuss the potential adverse impacts associated with construction of each alternative for on all of the applicable environmental subject areas and identify appropriate mitigation measures.
Note: ¹ FHWA's Technical Advisory, TA6640.8A, has been referenced to ensure conformance with FHWA's approved analysis methodologies; the methodology descriptions shown above conform to the FHWA methodologies in TA6640.8A.	

Section 4: Schedule

4.1 PROJECT SCHEDULE

The environmental review process includes opportunities for agencies and the public to provide input. **Table 5** provides an overall project schedule with key coordination points. Anticipated completion dates are included for informational and resource planning purposes. Timeframes and review periods are established in accordance with 23 CFR 771 and as amended by § 1305, 23 U.S.C 168 (d) of the FHWA procedures for implementing NEPA, and state and local policies and procedures, including existing agreements (e.g., review periods established in the NYSDOT/FHWA/SHPO Section 106 Agreement).

As discussed previously, the Project is subject to the newly issued CEQ implementing regulations updated July 2020, per: *Final Rule: Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*, effective September 14, 2020 and 23 U.S.C. Section 139 (Efficient Environmental Reviews for Project Decisionmaking). As stated in the regulations, federal agencies should process environmental reviews and authorization decisions for major infrastructure projects within an average of approximately two years (from the date of publication of the NOI to the date of issuance of the ROD) and issue all necessary authorizations efficiently, in a timely manner, and in cooperation with the FHWA. The overall project schedule shown in **Table 5** complies with the newly issued CEQ implementing regulations updated July 2020.

Table 5
Overall Project Schedule

Milestone	Anticipated Completion Date
Initial Cooperating Agency Meeting ¹	March 3, 2021
Initial Participating Agency Meeting ²	March 5, 2021
Concurrence Point 1: Purpose and Need	March 8, 2021
Notice to Rescind Publication	May 6, 2021
Notice of Intent Publication	June 14, 2021
Public Scoping Meetings	June 29, 2021
Concurrence Point 2: Alternatives to be Carried Forward	October 19, 2021
Scoping Report Publication	November 23, 2021
Concurrence Point 3: Preferred Alternative	February 1, 2022
Notice of Availability of the Draft EIS (DEIS)	October 4, 2022
Public Hearing	October 19, 2022
End of DEIS Comment Period	November 18, 2022
Publish Single Final EIS (FEIS) / ROD	April 19, 2023
Issue all Project Permits and Authorization Decisions	July 12, 2023

¹Subsequent Cooperating Agency Meetings will occur on a monthly basis throughout the EIS process.

²Subsequent Participating Agency Meetings, including one-on-one meetings, will be held as needed throughout the EIS process.

Section 5: Public Involvement Activities

The FHWA, NYSDOT, and NYCDOT are committed to an open and participatory environmental review process for the Project and will solicit early and frequent feedback from the public and from agencies, encourage open discussion of project details and issues, and provide opportunities for comments and questions. A separate Public Involvement Plan (PIP) has been developed for the Project, which describes the public involvement activities to be undertaken in detail.

Section 6:

Revision History

Table 6
Revision History

Version	Date	Name	Description

EIS/EA Permitting Timetable Worksheet for Permitting Dashboard

The status of all EA and EIS projects will be posted on the Permitting Dashboard (www.permits.performance.gov). Milestones are organized by agency and agency action and include the NEPA and permitting actions required for the project, including Lead Agency and Cooperating Agencies. All milestones below may not be required for every project and the below worksheet can be tailored to each specific project.

Project: NYSDOT PIN X773.63 - Shore Road Bridge over Hutchinson River

Class of Action: NEPA CLASS I (EIS) Sponsor: New York City Department of Transportation

Federal Lead Agency/ Action:

FHWA/ Environmental Impact Statement

Milestone	Date
Issuance of Notice of Intent to prepare an Environmental Impact Statement (EIS)	June 14, 2021
Scoping	November 23, 2021
Official Notice of Availability of a Draft EIS published in the Federal Register (FR) beginning both the public comment period and concurrent CAA Section 309 Review	October 4, 2022
Issuance of Record of Decision or combined Final EIS / Record of Decision	April 19, 2023

Responsible Agency: FHWA

POC: Lisell Guerra, P.E.

Phone: (518) 431-8850

Email: lisell.guerra@dot.gov

FHWA/ Section 4(f)

Milestone	Date
Determination of Applicability of Section 4(f)	August 23, 2021
Concurrence from Officials with Jurisdiction	June 6, 2022
FHWA Approval/Conclusion of Section 4(f)	April 19, 2023

Responsible Agency: FHWA

POC: Lisell Guerra, P.E.

Phone: (518) 431-8850

Email: lisell.guerra@dot.gov

FHWA/Section 106 Review

Milestone	Date
Consultation initiated with SHPO/THPO	December 13, 2021
Section 106 Consultation Concluded	May 30, 2022

*Conclusion of Section 106 can be:

- 1) No cultural resources (historic properties or archaeological resources) affected,
- 2) Finding of no adverse effect, or
- 3) Memorandum of agreement (MOA) or programmatic agreement (PA) or other conclusion to resolve adverse effects reached

Responsible Agency: FHWA

POC: Lisell Guerra, P.E.

Phone: (518) 431-8850

Email: lisell.guerra@dot.gov

Cooperating Agency/ Action:**Applies to all Cooperating Agencies**

Milestone	Date
Concurrence Point #1: Determining the Purpose & Need of the Project	March 23, 2021
Concurrence Point #2: Identify Range of Alternatives for EIS	October 19, 2021
Concurrence Point #3: Identify Preferred Alternative	February 1, 2022

U.S. Army Corps of Engineers/ Section 404 Clean Water Act, Section 10 Rivers and Harbors Act, Section 408 Civil Works Review, and General Permit (Nationwide Permit or Regional General Permit)

Milestone	Date
Pre-Construction Notification (PCN)/Form ENG 4345/Joint Application Form Received	August 5, 2022
Complete Pre-Construction Notification (PCN)/ Application Received	November 30, 2022
Final Verification/Permit Decision Rendered	July 12, 2023

Responsible Agency: USACE

POC: Stephan Ryba

Phone: (917) 790-8512

Email: Stephan.A.Ryba@usace.army.mil

U.S. Coast Guard/ Bridge Permit

Milestone	Date
Navigation Data Received	March 19, 2021
Issued Navigation Determination	April 23, 2021
Application Received	August 5, 2022
Application Deemed Complete	December 23, 2022
Publication of Public Notice	May 17, 2023
Permit Decision Rendered	July 12, 2023

Responsible Agency: USCGPOC: James RousseauPhone: (617) 223-8619Email: James.L.Rousseau2@uscg.mil**National Marine Fisheries Service/ Section 7 Endangered Species Act**

Milestone	Date
Request for ESA Consultation Received	March 1, 2022
Consultation Package Deemed Complete (Informal Consultation)	October 4, 2022
Conclusion of ESA Consultation	February 16, 2023

Responsible Agency: NOAA/NMFSPOC: Mark Murray-BrownPhone: (978) 281-9306Email: mark.murray-brown@noaa.gov**U.S. Fish and Wildlife Service/ Section 7 Endangered Species Act and Fish and Wildlife Coordination Act Consultation**

Milestone	Date
Request for ESA Consultation Received	March 1, 2022
Consultation Package Deemed Complete (Informal Consultation)	October 4, 2022
Conclusion of ESA Consultation	February 16, 2023

Responsible Agency: USFWSPOC: David StilwellPhone: (607) 753-9334Email: david_stilwell@fws.gov

National Marine Fisheries Service/ Essential Fish Habitat Consultation and Fish and Wildlife Coordination Act Consultation

Milestone	Date
NOAA Initially Contacted Regarding EFH Consultation	March 1, 2022
NOAA Receives the Complete EFH Assessment to Initiate EFH Consultation / Action Agency Requests Consultation Regarding Conservation of Fish and Wildlife Resources	October 4, 2022
NOAA Issues a Response to the EFH Consultation Request / Fish and Wildlife Coordination Act Review concluded	February 16, 2023
FHWA Concurs/Declines Conservation Recommendations	March 15, 2023

Responsible Agency: NOAA/NMFS

POC: Karen Greene

Phone: (732) 872-3023

Email: Karen.Greene@noaa.gov

National Park Service/ Section 6(f) Land and Water Conservation Fund Act-

Milestone	Date
Initial Application Received	April 11, 2022
Completed Application Received	June 6, 2022
Issuance of Decision for Permit/Approval	June 6, 2022
Notice to Proceed	July 12, 2023

Responsible Agency: NPS

POC: Gay Vietzke

Phone: (215) 597-7013

Email: Gay.Vietzke@nps.gov

Other Non- Federal Agency/ Dependent Action

NYSDEC Article 15, Article 25, Section 402, Section 401 Water Quality Certification

Milestone	Date
Initial Application Received	August 5, 2022
Completed Application Received	December 23, 2022
Issuance of Permit/Approval	July 12, 2023

Responsible Agency: NYSDEC

POC: Stephen Watts

Phone: (718) 482-4997

Email: Stephen.watts@dec.ny.gov

Coastal Zone Consistency (CZM) (NYSDOS)

Milestone	Date
Draft CZM Application Received	August 5, 2022
Complete CZM Application Received	December 23, 2022
NYSDOS determines “no objection to funding”	April 14, 2023
NYSDOS makes Coastal Zone Consistency Determination	July 12, 2023

Responsible Agency: NYSDOSPOC: Matthew MaraglioPhone: (518) 473-3371Email: matthew.maraglio@dos.ny.gov**Coastal Zone Consistency (CZM) (NYCDP)**

Milestone	Date
Initial CZM Application Received	August 5, 2022
Complete CZM Application Received	December 23, 2022
NYCDP makes WRP Consistency Determination	April 14, 2023

Responsible Agency: NYCDPPOC: Olga AbinaderPhone: (212) 720-3493Email: oabinad@planing.nyc.gov



Shore Road Bridge over Hutchinson River Project Public Involvement Plan





Shore Road Bridge over Hutchinson River PIN X773.63

DRAFT PUBLIC INVOLVEMENT PLAN

Last Revised: 2021-05-25

Project Overview

The Federal Highway Administration (FHWA), as federal lead agency, the New York State Department of Transportation (NYSDOT), as joint lead agency, and the New York City Department of Transportation (NYCDOT), as project sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) for the Shore Road Bridge over Hutchinson River Project (the Project) located in the Bronx, New York, in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, et seq.), 23 USC 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR §1500-1508), FHWA regulations implementing NEPA (23 CFR §771.101-771.139) and applicable Federal, State, and local governmental laws and regulations. The Project is classified as a NEPA Class I action under 23 CFR 771 and a City Environmental Quality Review (CEQR) Type 1 action under 6 NYCRR 617 and 43 RCNY §6.

Project Purpose, Objectives and Needs

The needs for the Project are to address structural deficiencies; improve vehicular and marine traffic operations and the operational reliability of the bridge; address geometric deficiencies; and improve pedestrian and bicycle accommodations. The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

The following objectives have been established to further refine the purpose of the Project:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

Objectives of the Public Involvement Plan

The purpose of this Public Involvement Plan is to establish a process for soliciting early and frequent feedback from the public; encouraging open discussion of project details and issues of concern; and providing opportunities for public comments and questions related to the Project throughout the project development process.

An objective of the public involvement process for the Project is to gather input from individuals who live, work, and/or own properties or businesses adjacent to the project limits and within the project Study Area (see Appendix A – Project Location). The incorporation and consideration of public input during the project development process will be facilitated by collecting and reviewing information received from the public outreach efforts. This Public Involvement Plan will be updated during the project development process to incorporate new information, methods, and mechanisms employed during public outreach, as needed.

Specific goals of the public involvement process include:

- Provide members of the public with information about the Project and opportunities to provide input during the project development process;
- Provide an opportunity for involvement to the public in developing a reasonable range of alternatives to be considered in the EIS;
- Solicit public comments on the Draft EIS (DEIS), when it is made available to the public; and

- Give balanced consideration to the views of varying interest groups and stakeholders throughout the decision-making process.

Measures to help meet these goals include:

- Identify community and industry representatives and organizations who can aid in the dissemination of information pertaining to public outreach efforts and opportunities;
- Provide updated project information to facilitate meaningful public dialogue;
- Provide forums and venues where members of the community can participate in the public involvement process;
- Provide timely notice of public meetings and the release of project documents; and
- Ensure that Limited English Proficiency (LEP) and residents of environmental justice communities are provided with meaningful access to public involvement and comment opportunities.

Limited English Proficiency

Individuals who do not speak English as their primary language and/or those who have limited ability to read, speak, write, or understand English are considered “limited English proficient” or LEP. Executive Order (EO) 13166, *Improving Access to Services for Persons with Limited English Proficiency*, dated August 11, 2000, requires implementation of reasonable steps to ensure meaningful access to services and activities by LEP persons. For those areas where an eligible LEP language group constitutes 5% (percent) or 1,000 people – whichever is less – the project team will provide translation and/or interpretation services. (See Appendix B for LEP census tract and census data tables. The unspecified languages above 5% in the appendix are assumed to be cumulative of multiple languages less than 1%. Further breakdown is not available in the census data.)

Some LEP communities within the five (5) census tracts within the project area are well over 5% of the population living within the tract (see Appendix B). In order to provide opportunities for input by these LEP communities, advertising for public meetings and public hearings for the Project will be placed in *El Diario*, the largest and the oldest Spanish-language daily publication in New York City, along with *El Especialito* and *African Voices*, and dual language English/Spanish flyers will be distributed for each public meeting and public hearing. Additional LEP outreach may be necessary and will be determined as the Project proceeds. Outreach may include translation of printed materials, digital and web-based communications, newspaper advertisements, meeting announcements, and translation services at public meetings and hearings.

Americans with Disabilities Act (ADA)

Public meetings will be held in locations that comply with the ADA to ensure that individuals with disabilities have access to meetings. Sign language interpreters will be available at public meetings, if requested. Public notices announcing public meetings will provide instructions for requesting special accommodations.

Environmental Justice

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, dated February 11, 1994, requires consideration of whether a proposed action would result in disproportionately high and adverse effects to minority and/or low-income (environmental justice) populations. Among other directives, compliance with EO 12898 includes

documenting the opportunities for affected minority and/or low-income communities to provide input on a project.

The Study Area for the assessment of disproportionately high and adverse effects to minority and low-income (environmental justice, or “EJ”) populations (“EJ Study Area”) includes the full extent of census tracts that are within or intersect the Study Area for the Project. (See Appendix C: Environmental Justice Populations.) The EJ Study Area for the Project includes communities with both minority populations and low-income populations. Public meetings and public hearing(s) will be sited, scheduled, and planned to provide opportunities for meaningful participation by environmental justice populations. Meetings will be scheduled with meeting times that accommodate varying work schedules. Meetings will be advertised in local newspapers, and public meeting flyers will be distributed within the environmental justice communities.

Working with Bronx Community Boards 10, 11 and 12, the Project Team will establish a working relationship with various stakeholder and community groups to ensure that key leaders and representatives are kept up to date and provided numerous opportunities for input. The Project Team will gain greater participation through employing a philosophy of “taking meetings to the community” and engaging busy residents, who may not have time to attend a traditional public meeting, in an environment where they work and live. Engaging people “where they live” also helps to reach underserved populations.

Public Meetings and Hearings

The following meetings will provide opportunities for the public to submit input on the Project:

Public Scoping Meetings

In response to the national public health emergency, all in-person meetings were suspended in compliance with New York State and City guidelines. NYCDOT has outlined a virtual format for public outreach in lieu of the traditional in-person meetings, enabling swift adaptation to the public gathering mandates that may be in place during the time of the public scoping meeting.

For the virtual component, the team will use Microsoft Teams, which allows for recording and a controlled discussion environment, utilizing a URL shortening service to create a link that will be easy to copy, share, type and be advertised and distributed on different electronic media.

NYCDOT will host two identical meetings on different days during the week, to maximize participation. The meeting format will consist of an introduction, a pre-recorded PowerPoint presentation, and a public comment period. Unless providing public comments, all meeting participants will be on mute. As a part of these meetings, the team will create “how to” instructions within the video so people can become familiar with the Microsoft Teams functionality.

During the virtual meeting, the prerecorded PowerPoint presentation will have closed captions, with a Spanish captions option available. Additional languages will be provided upon request, if requested 3 - 5 business days before the meeting. American Sign Language interpreters will also join the meeting, and the project team will ensure that the ASL interpreter is “pinned” to the bottom of the video screen throughout the meeting.

After the presentation portion of the meeting is complete, participants will use the “raise hand” function to be unmuted and provide comment, or comment via the “chat” function if they do not wish to provide an oral comment. The outreach team will monitor the chat and delete any offensive comments if posted.

Once the comment portion is complete, the team will show a final slide that lists resources to provide any additional comments, via email at ShoreRoadBridgeBX@dot.nyc.gov or via the outreach liaison project phone number 929-505-1002. Input will be documented to inform the project process.

All virtual meeting links will be available via the project website www.shoreroadbridgebx.com. Site redirects will also help in ensuring proper engagement.

For those participants who do not have computer or smartphone access, the virtual meeting will be broadcast via the local BronxNet free public access cable station (channels 67, 68, 69, 70, 951 and 952). If using landline phones, participants will also be able to use call into a meeting phone number and provide feedback. Those participants will be encouraged to request meeting materials sent to them.

Aside from the traditional media outreach promotion noted in the Local Media Outreach section of the PIP, the outreach team recommends targeted online promotion to the Co-Op City and City Island communities, including *The Co-Op City Times* newsletter, online blog, and Facebook page, and the City Island Community Center Facebook page.

The Project Team will be issuing the Draft Scope of Work/Notice of Intent report in advance of the NEPA Notice of Intent. This will provide thirty (30) days to for the public to comment before the scoping meeting, as required under CEQR, and an additional fifteen (15) days after the meeting as required under the NEPA CEQ guidance.

Public Hearings

Once the Notice of Availability (NOA) of the DEIS has been published in the Federal Register and the DEIS has been made available to the public and agencies, two (2) public hearings will be held. The public hearings will provide the public with an opportunity to ask questions, engage with members of the Project Team, and submit formal comments. In advance of these hearings, legal notices will be placed in various publications, which may include The Bronx Free Press, Bronx Daily, Bronx Times Reporter, Bronx Weekly, AM New York, The Daily News, NY Post, Metro NY, and the New York Times. Non-English language media include El Diario, El Especialito, and African Voices. Hearing notices will also be electronically distributed to local elected officials and community-based groups. An informational brochure will be prepared and distributed to mailing list recipients. A stenographer will be available at both hearings to record formal comments from attendees. As with the scoping meetings, a Spanish interpreter will be available during the hearing and a sign language interpreter for the hearing-impaired will be available, if needed. A 45-day public comment period will follow the publication of the NOA of the DEIS in the Federal Register. The public hearings will be conducted during this comment period. Comments received at the public hearings and during the DEIS comment period will be considered and responded to in the Final EIS (FEIS). The public review process will consist of the following:

- Publish NOA in the Federal Register to announce the availability of the DEIS, establish the public comment period and notify the public of the time, date and location of public hearings.
- Schedule, advertise for, hold, and summarize two (2) public hearings – one in Co-Op City and one in City Island. At the hearings, a presentation of the information in the DEIS will be made, key informational boards will be displayed, and the public will be invited to make formal comments, in oral, written or both formats.
- The meetings will be promoted using a mix of media advertising, flyers, mailings and emails. A stenographer will be made available to record oral remarks and Spanish language and American

Sign Language interpretation services will be provided if needed, and all printed meeting materials will be translated into Spanish.

Business and Community Group Meetings

In addition to the public meetings, input will be solicited from additional sources during meetings with business and community representatives. Elected officials, business organizations, and community-based groups can provide specific insights into the community concerns. The results of these meetings may provide suggested direction for strategies and additional guidance for community involvement approaches. Businesses, community groups, and government representatives can also aid in the dissemination of Project information and public engagement opportunities. See Appendix E for a full list of agencies, elected officials and potential stakeholder groups.

The Project Team has met and will continue to meet with local elected officials and Community Boards (Bronx 10, 11 and 12). Community Boards consist of appointed advisory groups of the community districts of the five boroughs of New York City. Thus far, the Project Team has met with the following groups:

Meeting	Location	Date
Community Board 10: full Community Board Briefing	Community Board 10 offices at 3165 E. Tremont Avenue, Bronx	6/13/2018
Senator Jamaal Bailey (36 th Senate District)	Senator Bailey District Office: 959 East 233 rd Street, Bronx	8/8/2019
Assemblyman Michael Benedetto (82 nd Assembly District)	Senator Bailey District Office: 959 East 233 rd Street, Bronx	8/8/2019
Councilman Mark Gjonaj (13 th New York City Council District)	CM Gjonaj District Office: 1478 Williamsbridge Road, Bronx	8/9/2019
Community Boards 10, 11 and 12: Community Board Chairs Briefing	NYCDOT offices at 1400 Williamsbridge Road, Bronx	4/16/2019
Senator Alessandra Biaggi (34 th Senate District)	Senator Biaggi District Office: 3190 Riverdale Ave, Bronx	11/12/2019
Bronx Borough Board	TBD	TBD

Pop-Up Events

If appropriate, the Project Team will host “pop-up” table events at local park and adjacent neighborhood cultural events, to reach community residents where they live. These events would all be held within Environmental Justice communities and would be specifically selected to provide additional opportunities for meaningful engagement with EJ populations.

In addition to allowing for enough space for the project team to follow public health guidelines, these events would allow the project team to reach traditionally underserved communities.

Potential events include:

- City Island Arts and Crafts Fair
- Harvest Home Farmers’ Market (Co-Op City)
- Jacobi Hospital Farmers’ Market (Pelham Parkway)
- More as identified

Additional Coordination

In addition to the meetings previously listed, the Project Team will solicit input from additional sources during meetings with agency, business and community representatives, as appropriate.

Public Information Materials

Public information materials will include:

Brochures

Project brochures will be developed for the Scoping Meetings and the Public Hearings to provide information about the Project. The brochures will include project updates and information to assist the public in making informed comments about the Project. The brochures will be provided in both English and Spanish, and other languages if needed, and will be available at project meetings and on the project website.

Website

The project webpage (shoreroadbridgebx.com), will be accessible via the NYCDOT website. The project website serves as a source of project information, including information on preliminary alternatives, the environmental review process, public engagement opportunities, and project contact information. The website address will appear on project informational materials, such as the Project brochure, meeting/hearing notices and materials, newsletters, fact sheets, and/or press releases.

Presentations

Project presentations have been and will continue to be given to Community Boards and will be given to elected officials and members of the public at the scoping meetings and public hearings. These presentations will provide updates on project progress. All presentations will be translated into Spanish, and both English and Spanish language presentations will be posted on the project website.

Social Media

Social media outlets (e.g., Twitter, Facebook, and/or others) will be utilized to provide updates on project progress, opportunities for input, and availability of documents. These social media pages will be accessible via the project website. Comments received via social media will not be part of the formal project record.

Repositories

Repositories for the DEIS and FEIS will be located in and accessible to environmental justice communities. Anticipated repositories include the Baychester and Pelham Bay branch libraries, local municipal offices, and the local Community Board offices.

Additional Outreach and Coordination

Agency Coordination

As described by 23 U.S. Code § 139 (1) "Efficient environmental reviews for project decision-making," an environmental review process conducted under NEPA requires that the lead agency "...establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project."

In accordance with 23 U.S. Code § 139 and 23 CFR 771.123, an Agency Coordination Plan (ACP) has been developed for the Project that describes specific areas of responsibilities and roles of all involved agencies. The ACP identifies each agency's approval action, establishes a commitment to complete reviews concurrently, where appropriate, and outlines concurrence points, wherein the lead agency will request written concurrence from all cooperating agencies to confirm that sufficient information has been provided for each stage of environmental review. The ACP describes the process and communication methods for disseminating project information. The ACP will be distributed to all cooperating and participating agencies and will be posted on the project website.

Documentation of Public Outreach

As part of the NEPA process, public outreach for the Project will be documented in the DEIS and FEIS. Efforts to engage the public will be documented, including a list of public project meetings hosted by NYCDOT, a summary of notices, flyers, media releases and other project information distributed to the public, and any other outreach efforts that occur. All formal comments received will be cataloged in a comment log, which will be updated throughout the project development process and included in the DEIS and FEIS. Substantive comments received during the scoping period will be considered and responded to in the DEIS. Substantive comments received during the DEIS comment period will be considered and responded to in the FEIS. Responses to comments will be provided within the comment log.

Local Media Outreach

Bilingual (English/Spanish) print and online meeting announcements will be placed in various publications, which may include The Bronx Free Press (English and Spanish), Bronx Weekly (English), AM New York (English), The Daily News (English and Spanish), NY Post (English), Metro NY (English) and the New York Times (English and Spanish). NYCDOT will engage with local media outlets such as the News 12 Bronx channel, *Bronxnet* web, and cable TV station, to provide updates on the Project. Any project-related print and social media articles/posts will be compiled to maintain a record of public sentiment and opportunities for improving public understanding.

Database and Mailing List

A database of the elected representatives, Community Boards, civic, community, and advocacy organizations, and business and trade associations will be established and maintained. Public information materials and notifications will be distributed electronically to these organizations, which will be asked to distribute the materials to their constituents and members.

An electronic mailing list will be compiled and maintained for individuals who request participation by submitting their email address at public meetings or via the project website. These individuals will be sent meeting notifications and/or project information electronically.

Appendix A: Project Location and Study Area Map



Project Location



Study Area Map

Appendix B: Limited English Proficiency Populations
Source: 2013-2018 American Community Survey

Census Tract	Block Group	Total Household Population	% Limited English Proficiency
276	1	36	90%
302	1	655	5%
302	2	2,833	8%
302	3	450	10%
302	4	112	0%
302	5	5,444	8%
302	6	119	13%
462.01	1	1,645	26%
462.01	2	3,491	30%
462.01	3	9,213	17%
462.01	4	4,781	3%
462.01	5	3,264	8%
462.01	6	3,417	8%
462.01	7	2,392	18%
462.01	8	0	9%
462.01	9	734	16%
504	1	222	55%
516	(NOT CONSIDERED AN LEP CENSUS TRACT)		

Geography	Total Household Population	Languages Spoken	Percentage
Census Tract 276, Bronx County, New York	36	English only	0%
		Spanish	100%
Census Tract 302, Bronx County, New York	9,213	English only	70%
		Spanish	16%
		Indo-European	1%
		Asian/Islander	1%
		Other	12%
Census Tract 462.01, Bronx County, New York	28,272	English only	65%
		Spanish	24%
		Indo-European	5%
		Asian/Islander	2%
		Other	5%
Census Tract 504, Bronx County, New York	222	English only	21%
		Spanish	74%
		Indo-European	0%
		Asian/Islander	0%
		Other	0%
Census Tract 516, Bronx County, New York	4,036	English only	78%
		Spanish	10%
		Indo-European	5%
		Asian/Islander	4%
		Other	2%

Appendix C: Environmental Justice Populations
Source: 2013-2018 American Community Survey

Census Tract	Block Group	Total Household Population	% Minority	% of Population Below Poverty Rate
276	1	36	48%	19%
302	1	655	91%	0%
302	2	2,833	100%	3%
302	3	450	100%	27%
302	4	112	94%	0%
302	5	5,444	82%	10%
302	6	119	37%	0%
462.01	1	1,645	91%	60%
462.01	2	3,491	94%	4%
462.01	3	9,213	85%	9%
462.01	4	4,781	94%	0%
462.01	5	3,264	94%	0%
462.01	6	3,417	94%	7%
462.01	7	2,392	27%	15%
462.01	8	0	86%	14%
462.01	9	734	58%	14%
504	1	222	100%	40%
516	(NOT CONSIDERED AN EJ CENSUS TRACT)			

Appendix D: Project Brochures

Below is the Winter 2020 Shore Road Bridge Project informational flyer. Additional project brochures will be developed in advance of the public scoping meetings and public hearings.

Shore Road Bridge Project



Borough of The Bronx, New York

WINTER 2020



About the Shore Road Bridge

The Shore Road Bridge, also known as the Pelham Bridge, is an 865-foot long bridge that spans the Hutchinson River within Pelham Bay Park in the northeast corner of the Bronx. Shore Road connects to the Bronx and Pelham Parkway southwest of the bridge, and continues northeast through Pelham Bay Park into Westchester County. The main bridge span over the navigation channel is a drawbridge with three concrete arch spans at each approach. The bridge carries approximately 17,000 vehicles per day on four travel lanes; pedestrians and bicycles share a narrow sidewalk. It is the busiest of all New York City DOT drawbridges.

The bridge was designed to standards that were in place over 110 years ago, and cannot accommodate the vehicle types and loads of today. Interim repair and rehabilitation have enabled the bridge to remain in service, but after 113 years it has reached the end of its

useful life and its operating systems are not up to current code. The bridge also has non-standard geometric and design features, including narrow lanes, no shoulders, and insufficient pedestrian and bicycle facilities.

In the closed position, the Shore Road Bridge provides only 13 feet of vertical clearance above the river, making it one of the most frequently opened movable bridges in New York City, with 821 marine openings in 2018. This traffic is virtually all commercial, consisting of barges carrying home heating oil, scrap metal and construction material. Underneath the bridge, the navigation channel provides only 59 feet of horizontal clearance for the large vessels to pass through. This is the smallest horizontal clearance of all Hutchinson River movable bridges.

The New York City DOT is currently working to address the needs of this bridge and project objectives.

For additional information:

ShoreRoadBridgeBX@dot.nyc.gov

www.shoreroadbridgebx.com



your city, your needs,
your number.



Appendix E: List of Agencies, Elected Officials and Potential Stakeholder Groups

Elected Officials

- US Senators representing New York State
- Bronx District 14 Congressperson
- Bronx District 16 Congressperson
- NY State 34th Senate District Representative
- NY State 36th Senate District Representative
- New York City Mayor
- Bronx Borough President
- NY Assembly Members
- NY Council Members

Cooperating Agencies

- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- National Oceanic and Atmospheric Administration - National Marine Fisheries Service
- New York State Department of Environmental Conservation
- New York State Office of Parks, Recreation and Historic Preservation

Participating Agencies

- U.S. Coast Guard
- U.S. Department of Interior - National Park Service
- U.S. Fish and Wildlife Service
- Metropolitan Transportation Authority
- Village of Pelham Manor
- New York City Department of Parks and Recreation
- New York City Department of City Planning
- Federal Transit Administration
- New York City Landmarks Preservation Commission
- New York City Department of Environmental Protection
- New York City Mayor's Office of Resiliency
- New York City Mayor's Office of Sustainability
- New York City Mayor's Office of Environmental Coordination
- New York City Department of Sanitation
- Fire Department of the City of New York
- New York City Police Department
- New York City Public Design Commission

Community Boards

- Bronx Community Board 10
- Bronx Community Board 11
- Bronx Community Board 12
- Bronx Borough Board

Local Community Groups

- Sustainable South Bronx
- Historic Pelham Town Historian
- Country Club Civic Association Inc.

- Spencer Estates Civic Association
- Waterbury LaSalle Community Association
- Pelham Bay Taxpayers Association
- City Island Organizations
 - City Island Civic Association
 - City Island Community Center
 - City Island Nautical Museum
 - City Island History
 - The Island Current
 - City Island Chamber of Commerce
 - City Island Library
 - Public School 17
 - Public School 175
 - St. Mary Star of the Sea School
 - City Island Bird Watchers

Businesses Organizations

- Co-Op City (Riverbay Corporation)
- Turtle Cove Golf Center
- Pelham Bay & Split Rock Golf Courses
- City Island Chamber of Commerce
- Bronx Equestrian Center (9 Shore Road, Bronx, NY)
- Pelham Bay Merchants Association
- Planet Orchard Beach
- Orchard Beach Concessions
 - T.A.C. Food Services
 - Parking Systems Plus

Environmental Organizations

- Friends of Pelham Bay Park
- Mosholu-Pelham Greenway
- Bartow-Pell Mansion Museum
- Bartow-Pell Conservancy
- NYC Historic House Trust
- Appalachian Mountain Club
- NY-NJ Trail Conference
- Sierra Club
- Natural Areas Conservancy
- East Bronx History Forum
- #LovingTheBronx
- Bronx Council for Environmental Quality
- Bronx Coalition for Parks and Greenspaces

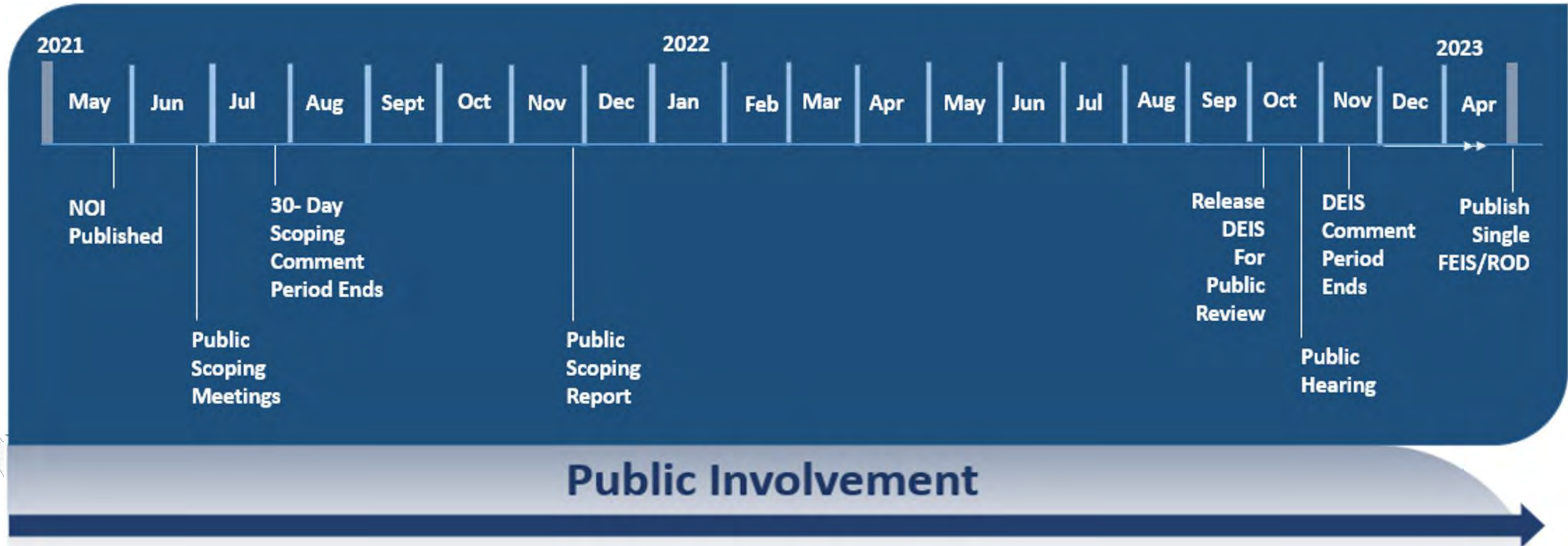


Shore Road Bridge over Hutchinson River Project Schedule/NEPA Process/Project Timeline



NEPA Process/Project Timeline

An Environmental Impact Statement (EIS) is being prepared in accordance with NEPA and will also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR).



ACRONYMS:
Draft Environmental Impact Statement (DEIS),
Final Environmental Impact Statement (FEIS),
Notice of Intent (NOI), Record of Decision (ROD)



SHORE ROAD BRIDGE OVER HUTCHINSON RIVER

PIN X773.63



Shore Road Bridge over Hutchinson River Project
Cooperating Agency Meeting Presentation
March 3, 2021





MARCH 3, 2021

COOPERATING AGENCY MEETING

NYCDOT CONTRACT NO.: HBX1148B
NYS DOT PIN: X773.63
BRIDGE IDENTIFICATION NUMBER (BIN): 2-24020-0

Shore Road Bridge over Hutchinson River
Borough of the Bronx

The Shore Road Project Team

FHWA

Lead Federal Agency

NYSDOT

Joint Lead Agency

NYCDOT

Project Sponsor and Joint Lead Agency

Hardesty & Hanover, LLC

Prime Consultant

AKRF, Inc.

Environmental Consultant

Fitzgerald & Halliday, Inc.

Outreach Consultant

Historical Perspectives Inc.

Section 106 Consultant

Meeting Purpose & Agenda

- Purpose of Meeting – Initiate coordination with Cooperating Agencies who will be involved in the review of the Project
- Project Needs, Purpose, and Objectives
- Overview of the NEPA Process
- Scoping under NEPA
- Roles and responsibilities for Cooperating Agencies
- Discuss anticipated key environmental issues
- Anticipated environmental review, key permits & approvals
- Anticipated agency involvement and coordination
- Potential project stakeholder coordination & public outreach
- Upcoming milestones/next steps

Project Location



LEGEND:

- Project Limits
- - - Mosholu-Pelham Greenway & East Coast Greenway

Project Location



LEGEND:

- Project Limits
- - City Island Truck Route

Draft Project Needs

The needs for the Project are as follows:

- Address structural deficiencies
- Address geometric deficiencies
- Improve vehicular and marine traffic operations and the operational reliability of the bridge
- Improve pedestrian and bicycle accommodations



Draft Project Purpose & Objectives



Purpose:

- The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

Objectives:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

Existing Bridge



History

- Opened to traffic in 1908
- 4th bridge on site
- Previous structure (circa 1871) was a swing bridge aligned south of existing bridge
- Numerous limited rehabilitations since construction, most recent interim repair work completed in 2002.

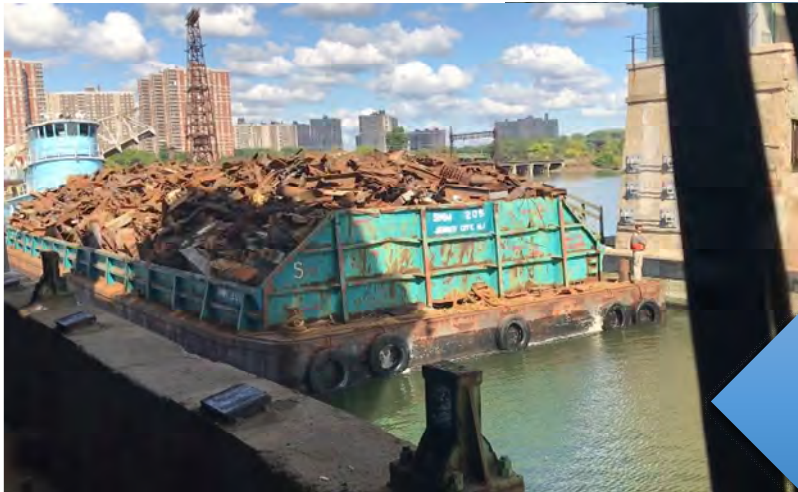
Configuration

- 865 ft long
- Consists of 7 spans (6 concrete arches and the bascule span)
- Carries 2 – 10ft lanes in each direction EB/WB
- No shoulders
- 7.5ft sidewalk on the south side
- Cyclists must dismount to cross the bridge on sidewalk



Existing Bridge

South Side of
Bridge Looking
North



Barge In Narrow
Bridge Channel

What is NEPA?

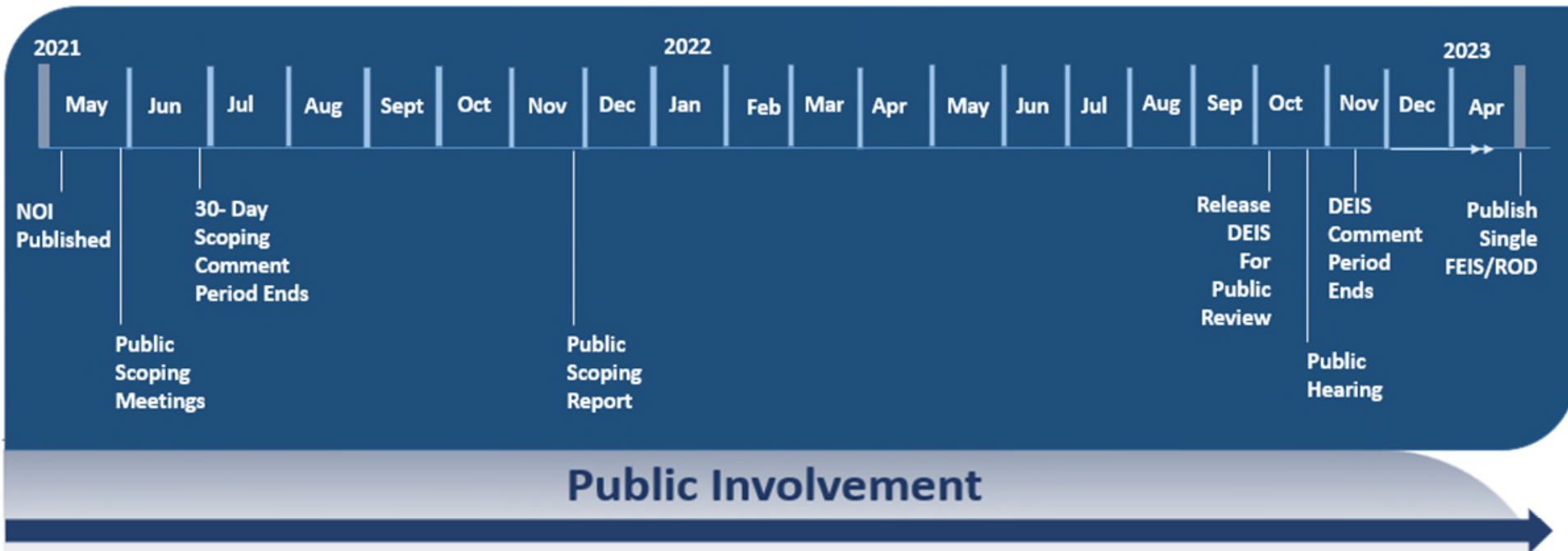
National Environmental Policy Act

- NEPA, also known as the National Environmental Policy Act, is a federal law that provides for a decision-making process to consider the effects of federally funded or permitted projects on the natural and built environment.
- NEPA provides for broad participation in decision-making by the public and those agencies having an interest related to the action. The lead agencies are required to provide opportunities for meaningful public and agency participation during the environmental process.
- Under NEPA, lead agencies consider public input about the potential effects of a project on the social, economic, and environmental conditions. Lead agencies are required to consider agency and public comments received.



NEPA Process/Project Timeline

An Environmental Impact Statement (EIS) is being prepared in accordance with NEPA and will also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR).

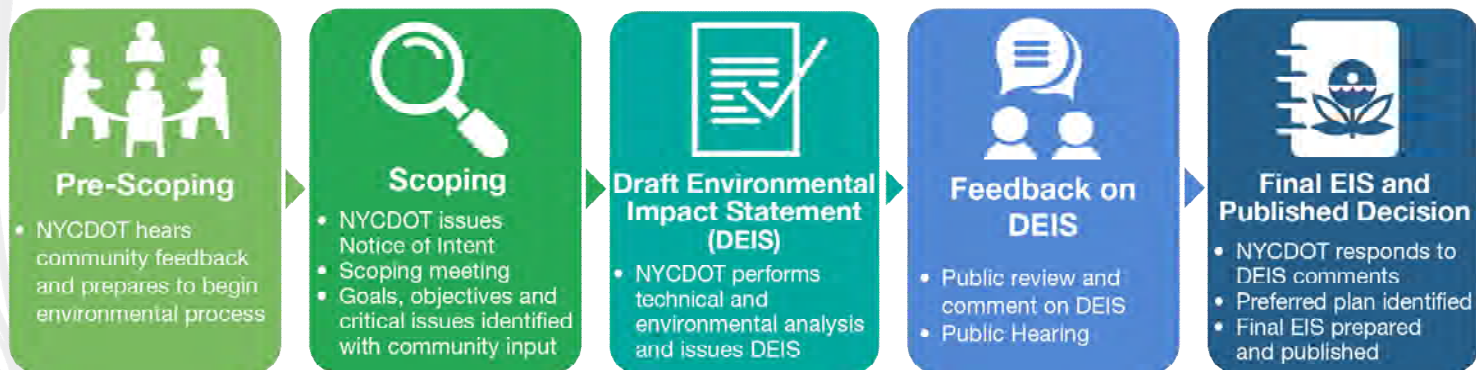


ACRONYMS:

Draft Environmental Impact Statement (DEIS),
Final Environmental Impact Statement (FEIS),
Notice of Intent (NOI), Record of Decision (ROD)

What is scoping?

- Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. The scoping process will provide an early opportunity for the FHWA, NYSDOT, and NYCDOT to disseminate information about the Project to agencies and the public and to receive input.
- The Public Scoping Meetings will be the first opportunity to engage the public in the NEPA EIS process. The federal lead agency and the joint lead agencies will seek input on the issues of concern, potential impacts, and concepts under consideration. The Project Scoping Report will provide an overview and record of the NEPA scoping process conducted for the Project.



Concept Screening / Alternatives Analysis

Reasonable Range of Alternatives



Concept Screening

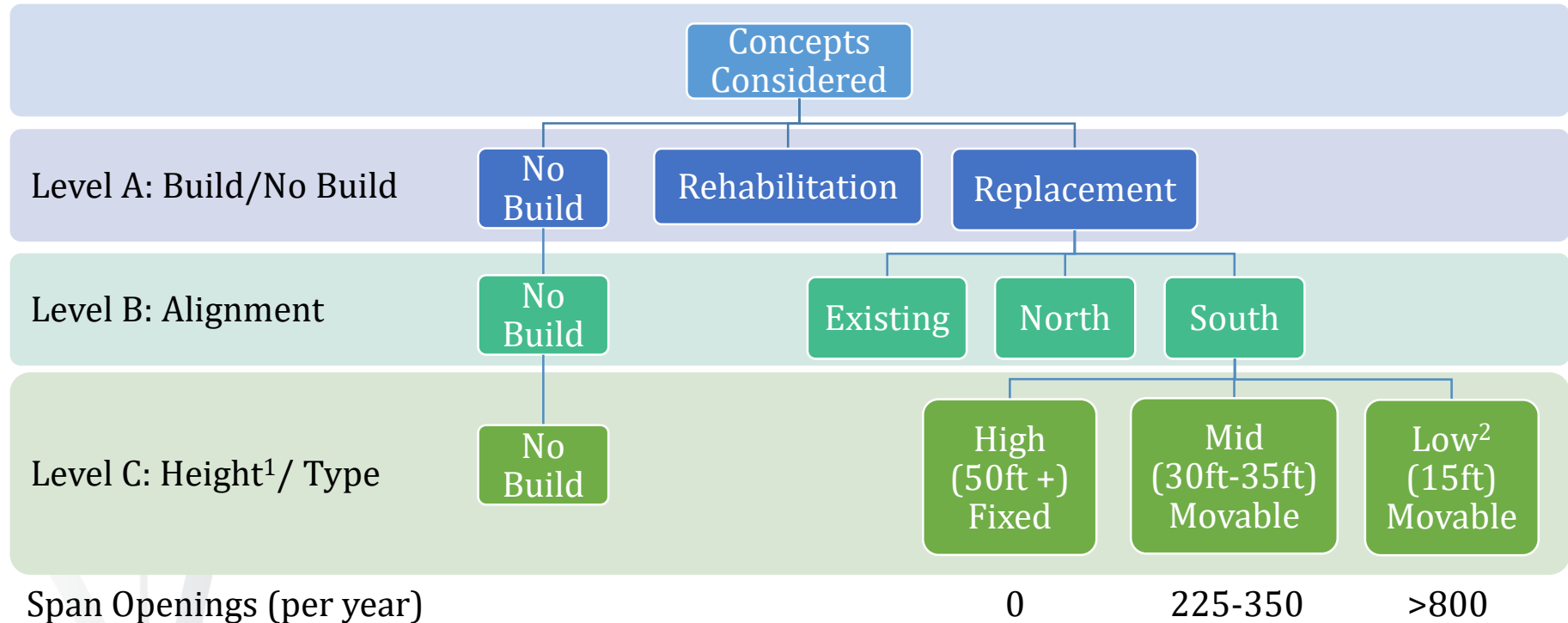


Alternatives Analysis



Preferred Alternative

Considerations for Concepts



Notes:

1. "Height" refers to clearance above Mean High Water (MHW)
2. The existing bridge provides 13ft of clearance above MHW

Considerations for Concepts:

Geometric Deficiencies



- Lane Width
- Shoulder Width
- Sidewalk Width
- Profile/Grade
- Curb Height
- Restrictive Navigational Clearances and Geometry

Structural Deficiencies



- Bascule Span Steel Deterioration
- Concrete Arch Deterioration
- Pier Concrete Deterioration
- Bridge House Deterioration
- Steel Fatigue
- Low Load Rating
- Seismic Deficiencies
- Open Grid Deck

Miscellaneous Concerns

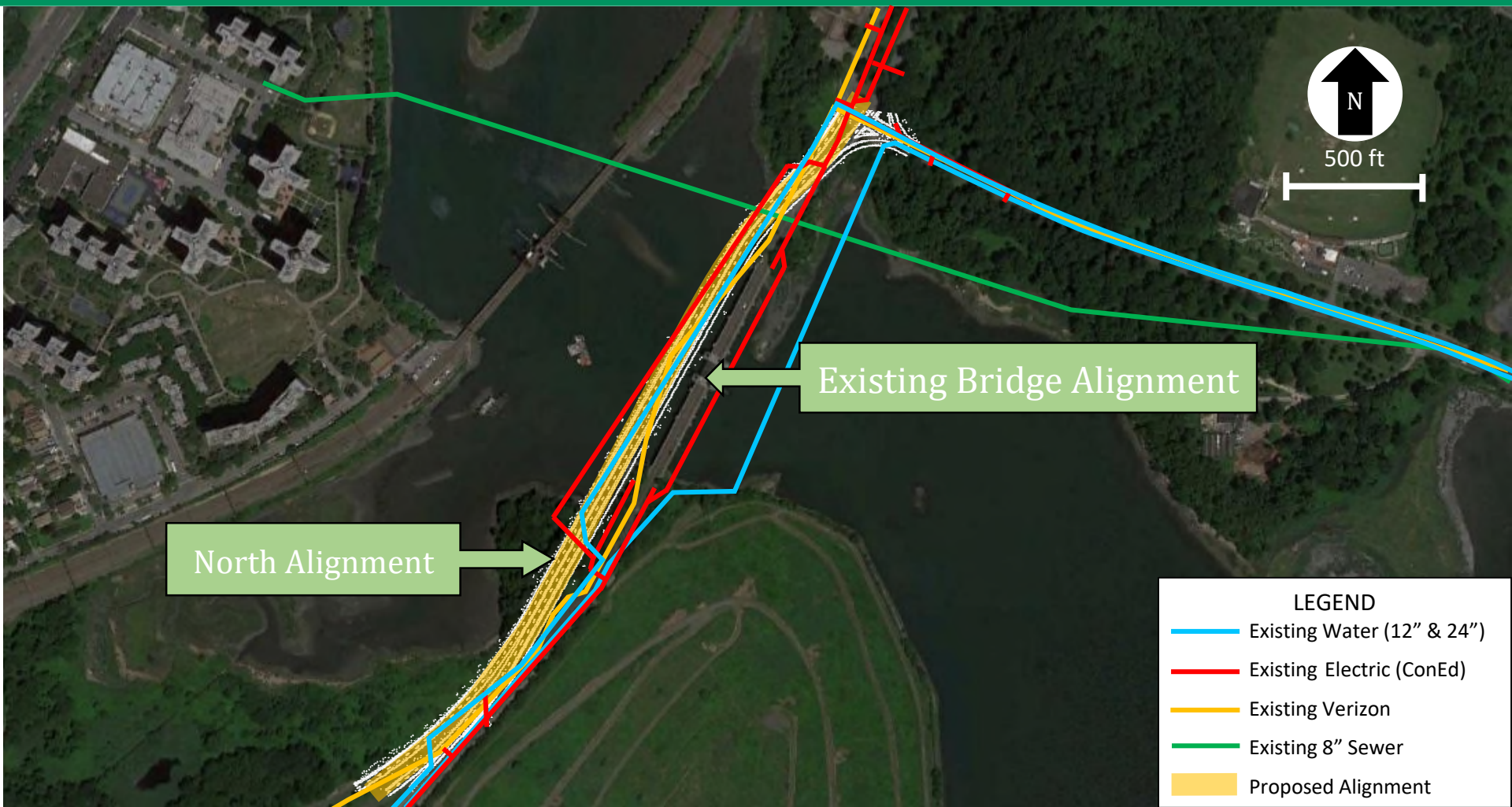


- Storm Resiliency
- Maintenance friendly features

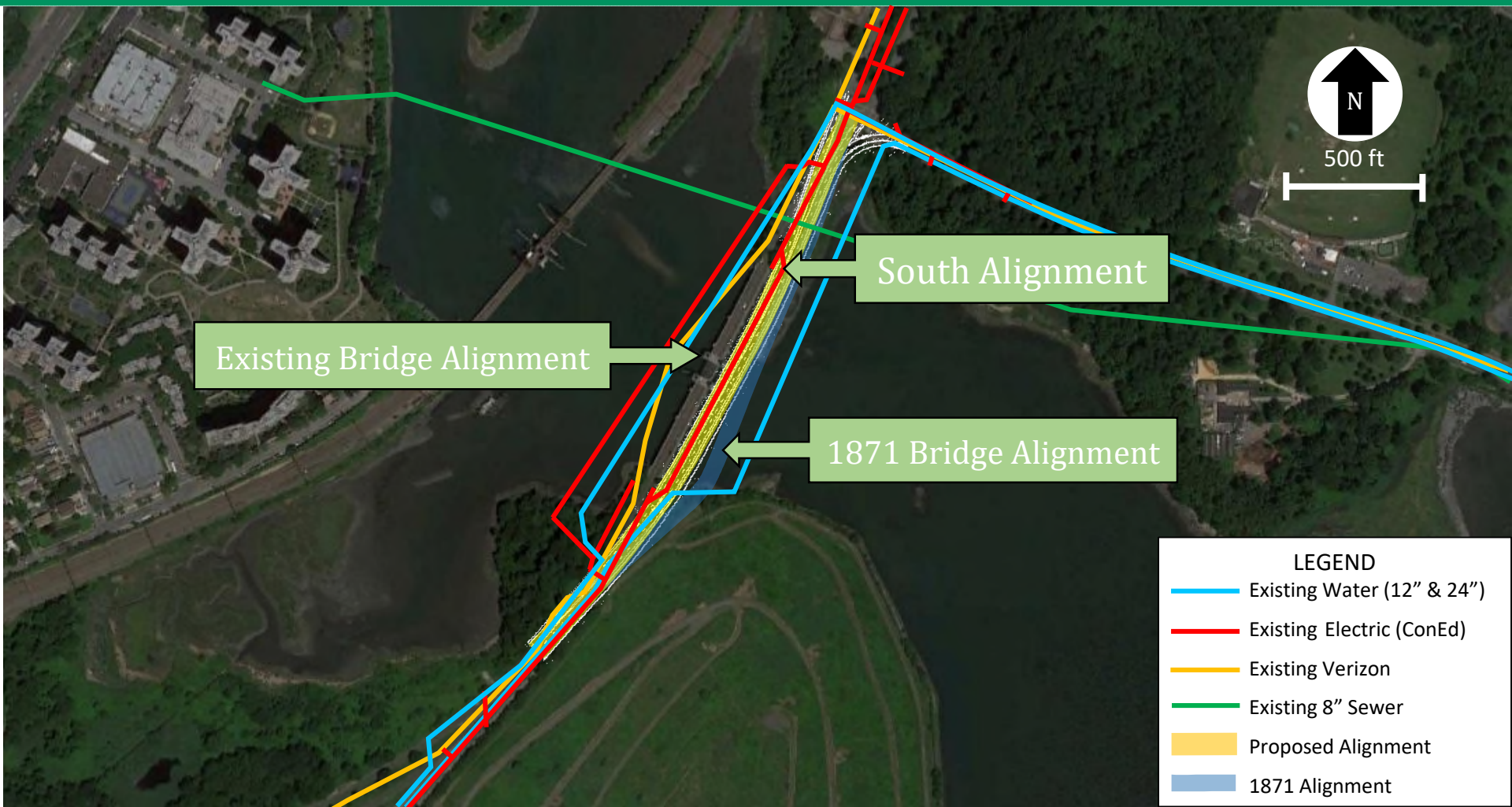
Considerations for Concepts: Rehabilitation (Repair) Concept

- Provides some extension of existing structure service life but does not address long term needs
- Partially addresses steel and concrete deterioration
- Partially addresses fatigue and seismic deficiencies
- Unreasonable to address geometric deficiencies with this approach
- Unable to address navigational clearance issues
- Requires extensive strengthening of substructures, bascule span replacement, concrete repairs and underpinning of approach spans
- Requires long term disruption to vessel and vehicular traffic

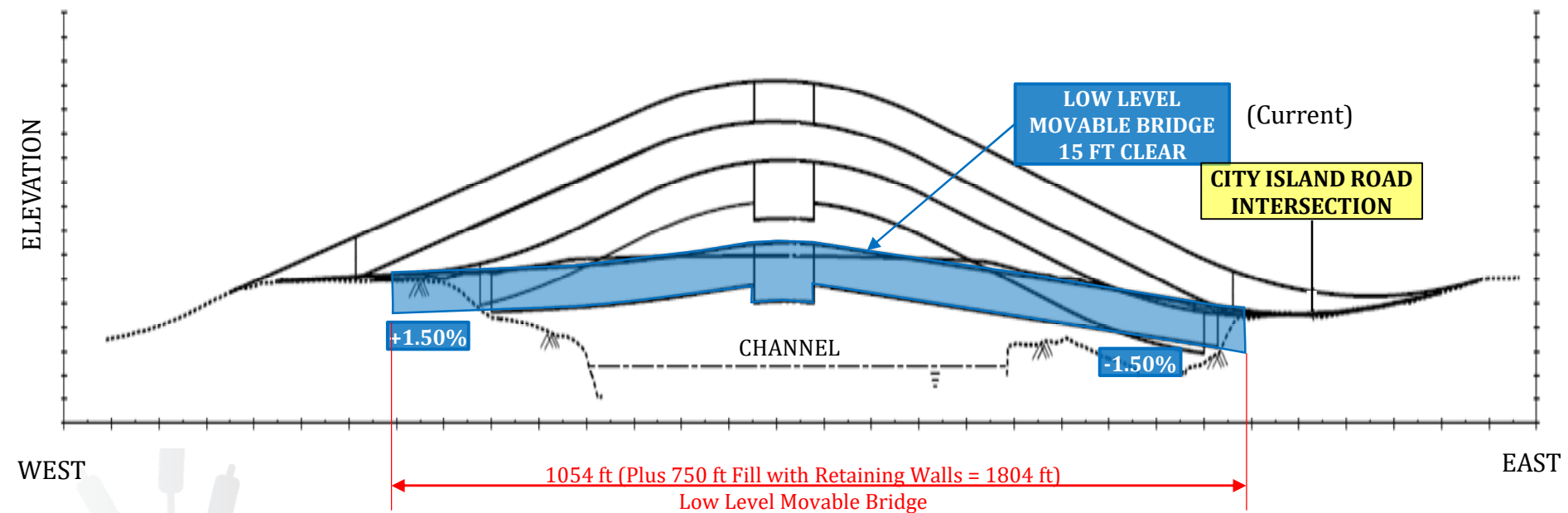
Considerations for Concepts: Existing / North Bridge Alignment



Considerations for Concepts: South Bridge Alignment

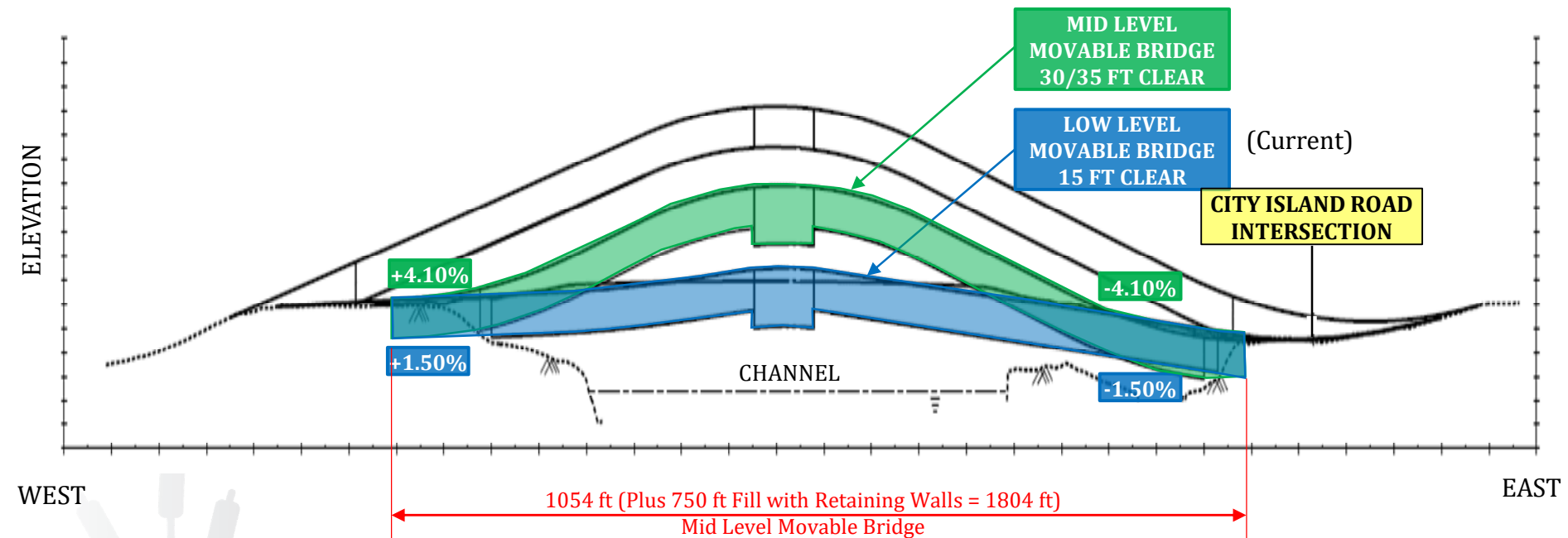


Considerations for Concepts: Low-Level Profile



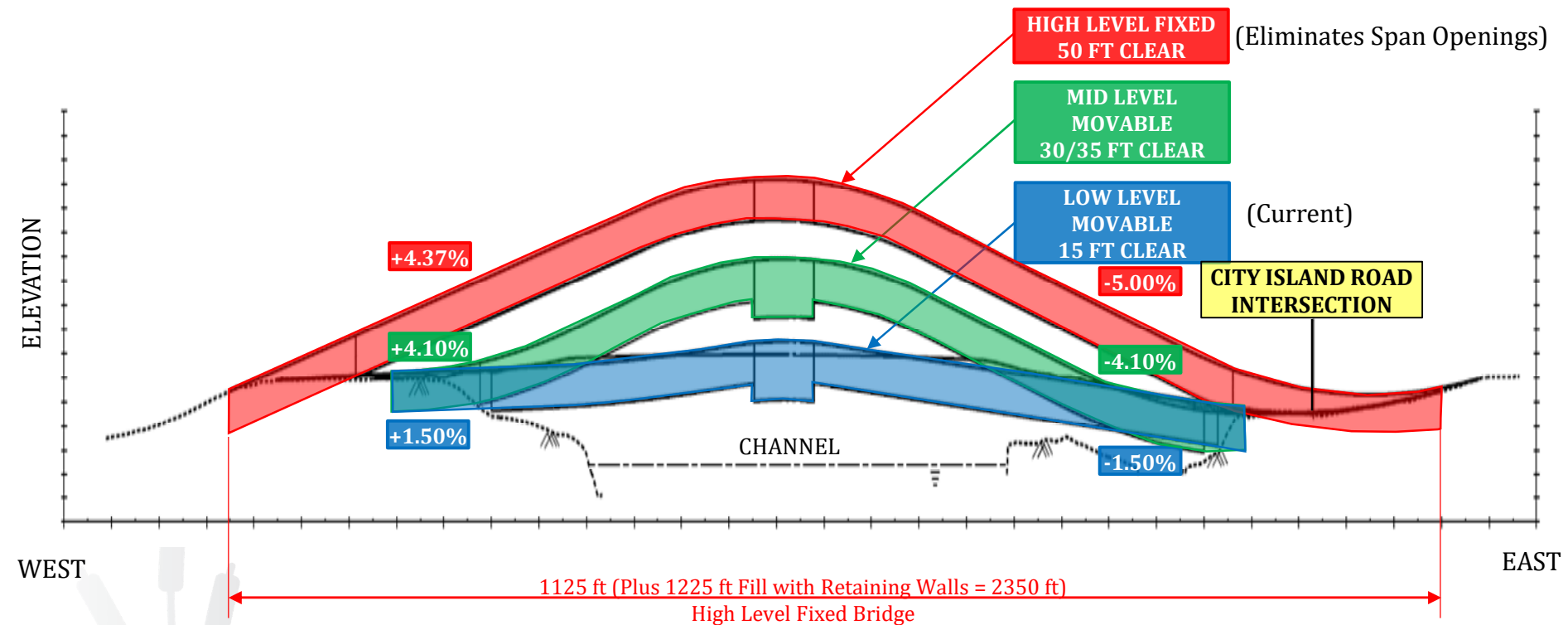
- 1.50% GRADE
- OVER 800 SPAN OPENINGS PER YEAR
- POTENTIAL FOR FLOODING

Considerations for Concepts: Mid-Level Profile



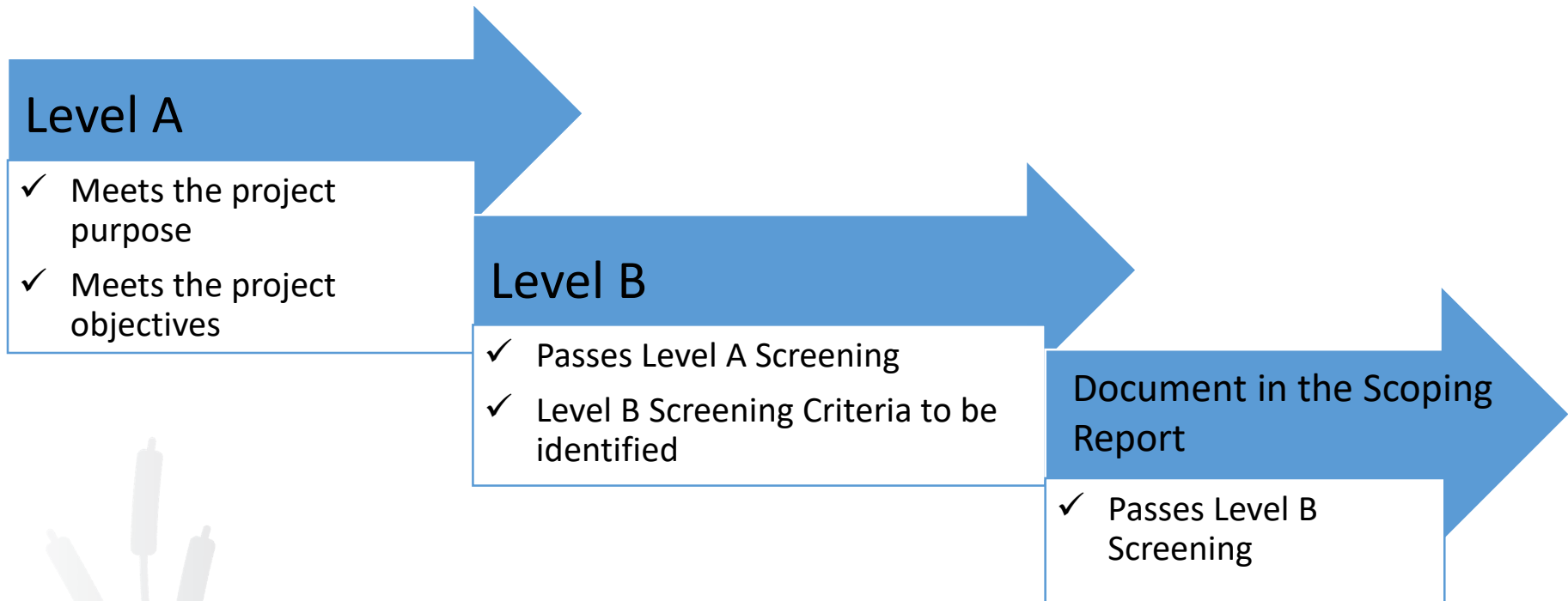
- 4.10% GRADE
- REDUCES SPAN OPENINGS BY ~60-70% (225-350 per year)
- MATCHES EXISTING GRADE AT OR BEFORE GEOMETRIC TIE IN

Considerations for Concepts: High-Level Profile



- 5.00% GRADE
- ROADWAY ELEVATION RAISED AT CITY ISLAND ROAD INTERSECTION

Considerations for Concepts: Potential Screening Criteria During Scoping



Considerations for Concepts: Level A Screening

Alternative / Concept	Meets Project Purpose	Project Objectives			Move to Level B Screening
		Addresses the identified structural, geometric and operational deficiencies of the crossing	Addresses operational constraints associated with the passage of marine vessels under the bridge	Improves bicycle/pedestrian facilities on the Shore Road Bridge	
No Build Alternative					
Rehabilitation Alternative					
Concept 1 – South Alignment Low-Level Movable					
Concept 2 – South Alignment Mid-Level Movable					
Concept 3 – South Alignment High-Level Fixed					
Concept 4 – North Alignment Low-Level Movable					
Concept 5 – North Alignment Mid-Level Movable					
Concept 6 – North Alignment High-Level Fixed					
Concept 7 – Existing Alignment Low-Level Movable					
Concept 8 – Existing Alignment Mid-Level Movable					
Concept 9 – Existing Alignment High-Level Fixed					

Roles and Responsibilities for Cooperating Agencies

What is a Cooperating Agency?

- Any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a Cooperating Agency.
- Responsible for identifying, as early as practicable, any issues of concern regarding the Project's potential environmental or socioeconomic impact that could substantially delay or prevent an agency from granting a permit or other approval.

Roles and Responsibilities for Cooperating Agencies

The Joint Lead Agencies request:

- Input on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the alternatives, and the scope of issues to be addressed in the EIS;
- Participation in Cooperating Agency meetings/conference calls; and
- Timely review and comment on environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We expect your agency's involvement to entail only those areas under your agency's jurisdiction.

Environmental Review and Permitting Process

- Executive Order 13807 (One Federal Decision) was revoked on January 20, 2021.
- The Project is subject to 40 C.F.R. 1500-1508 (Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, issued September 14, 2020), and 23 U.S.C. Section 139 (Efficient Environmental Reviews for Project Decision making). In accordance with existing regulations, FHWA is requesting that Cooperating Agencies review project materials and provide written concurrence (or notification of non-concurrence) that the information is sufficient for the specific stage, and the environmental review process may proceed to the next stage of the NEPA process.
- Although EO: 13807 has been revoked, to work towards a ROD with a reasonable and predictable schedule, the Lead Agencies request the collaborative efforts of the Cooperating Agencies for this project continue to follow the concurrence points previously associated with the MOU.

Environmental Review and Permitting Process

- At three points during the environmental review process, Cooperating Agencies will be requested to provide written concurrence (or notification of non-concurrence) that the information is sufficient for that stage, and the environmental review process may proceed to the next stage of the NEPA process.
- The three concurrence points are:
 1. Purpose and Need
 2. Alternatives to be Carried Forward for Evaluation in the EIS
 3. Preferred Alternative

Environmental Review and Permitting Process

- Specific coordination will occur with each Cooperating Agency to achieve these milestones. Additionally, monthly conference calls with the Cooperating Agencies will be scheduled to keep the agencies informed and offer the opportunity for the agencies to ask questions and provide input on the Project throughout the EIS process.
- Each Cooperating Agency will receive a submission consisting of a letter explaining what is requested and a Concurrence Point Form.
- Concurrence Point 1 submission will be sent to agencies on March 8, 2021 with a requested response date of March 23, 2021.
- A need for additional review times for the Concurrence Points can be discussed, if needed.
- Agencies will also receive a Permitting Timetable, Agency Coordination Plan, Public Involvement Plan for comment.

Social, Economic & Environmental Considerations

The EIS will include an assessment of social, economic and environmental effects resulting from the proposed action.

Key Topics/Resources include the following:

- Parkland and recreational resources;
- Cultural and historic resources;
- Surface waters, navigable waters, and wetlands;
- General Ecology, Wildlife Resources, Endangered and Threatened Species
- Coastal zone resources;
- Construction; and
- Environmental Justice Considerations.

Additional Resource Topics to be Examined:

- Land use;
- Visual resources;
- Hazardous waste and contaminated materials;
- Traffic;
- Noise;
- Air quality;
- Economic considerations; and
- Social considerations



Potential Key Resource Considerations

Right of Way & Parkland & Recreational Resources

Right-of-way of Shore Road within Pelham Bay Park

- Potential alienation of parkland
- Potential ULURP¹ to address right-of-way

Section 6(f) Land and Water Conservation Fund Protected Area

- Two Land and Water Conservation Fund Grants within Pelham Bay Park
- Potential for Section 6(f) Evaluation due to conversion of 6(f) park land to non-recreation use

Section 4(f) of the U.S. Department of Transportation Act of 1966

- Potential Section 4(f) evaluation due to use of parkland and historic site.

Existing Parkland Trees

- Potential for tree removals

¹ ULURP is the New York City Uniform Land Use Review Procedure

Potential Key Resource Considerations (cont..)

Known Historic Properties in the vicinity of the Project Limits

- 1- Shore Road Bridge
- 2 - Amtrak Pelham Bridge
- 3- Pelham Bay Park Historic District

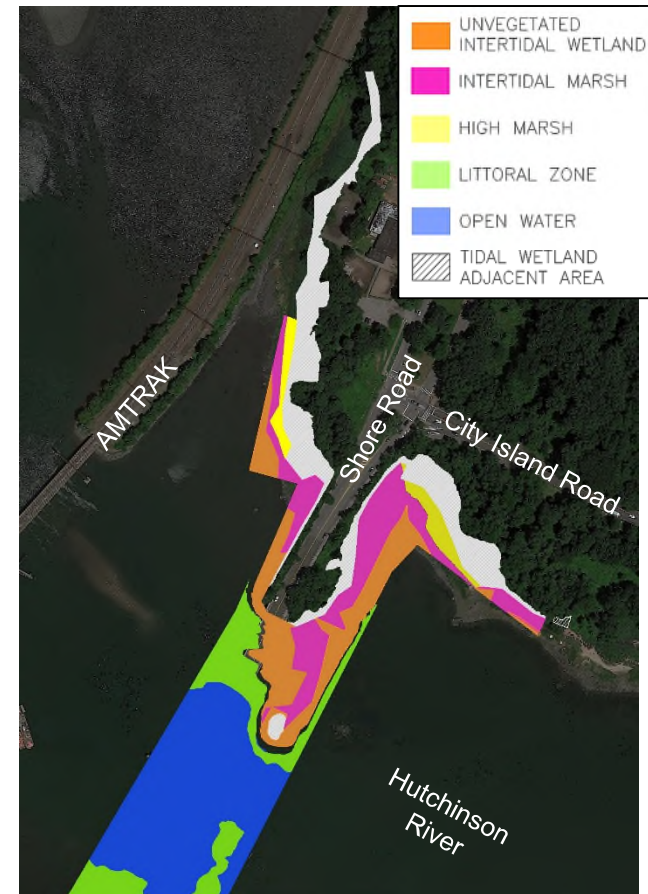
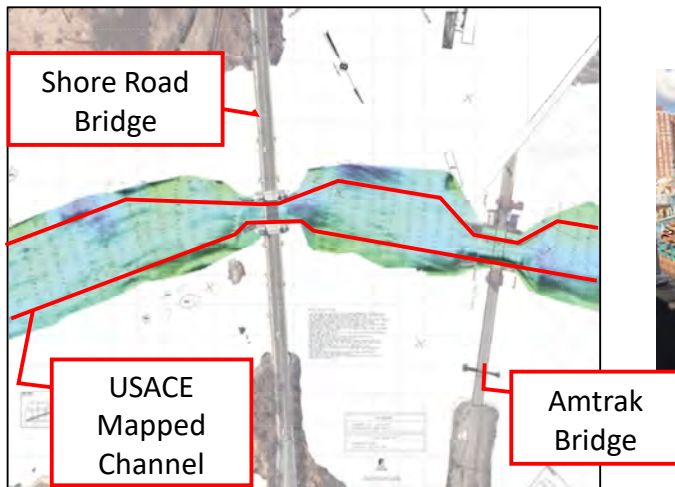


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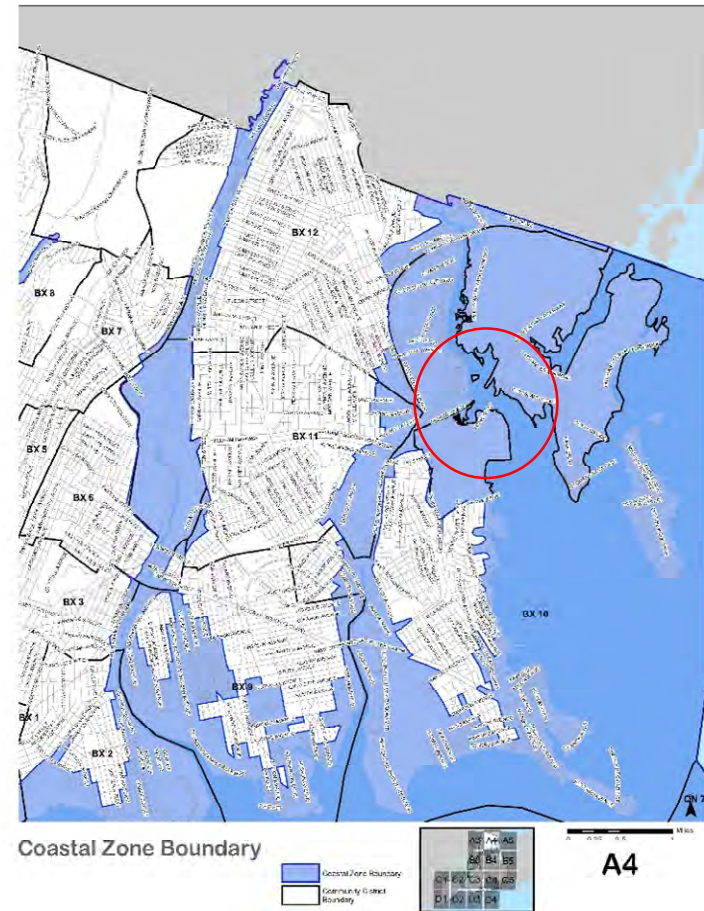
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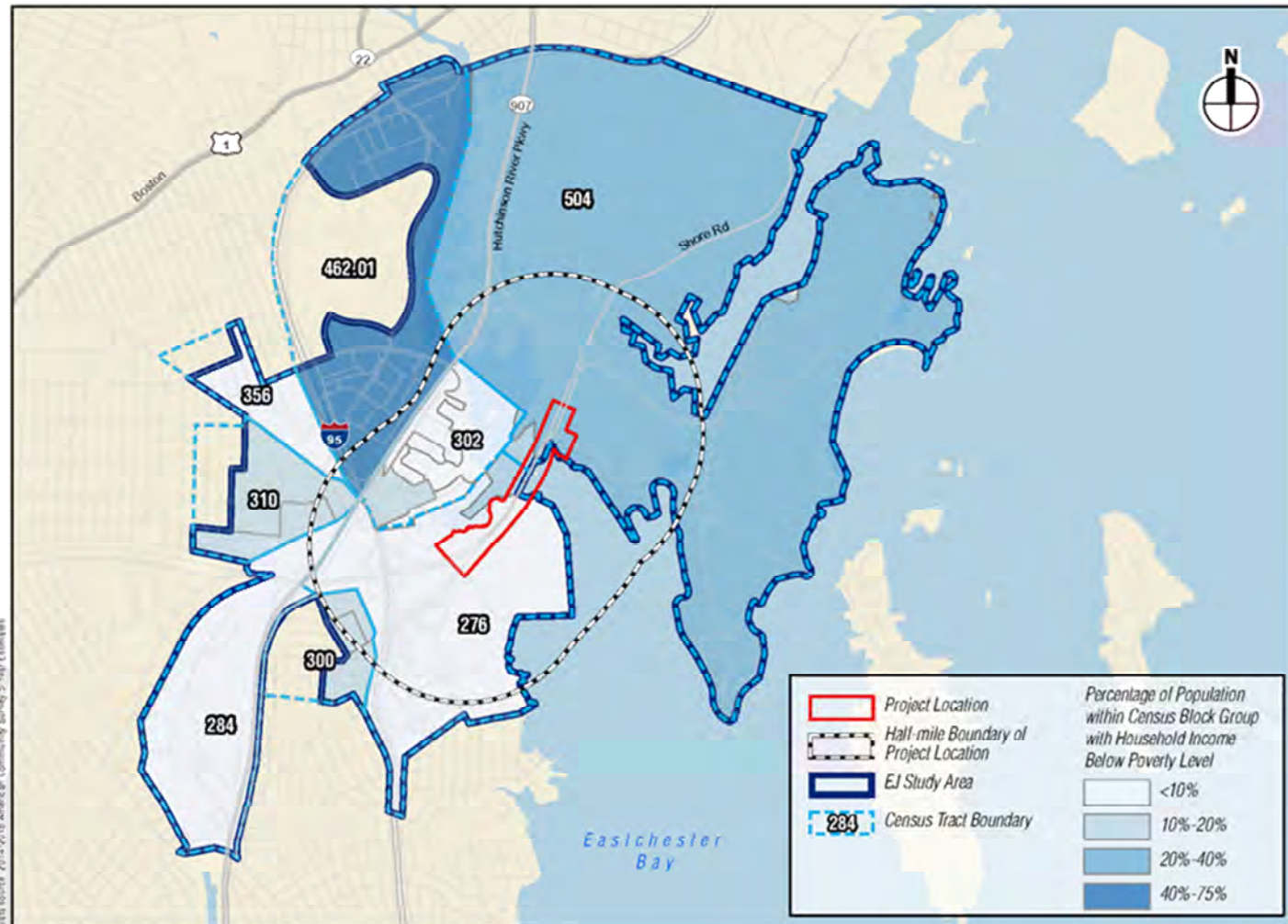
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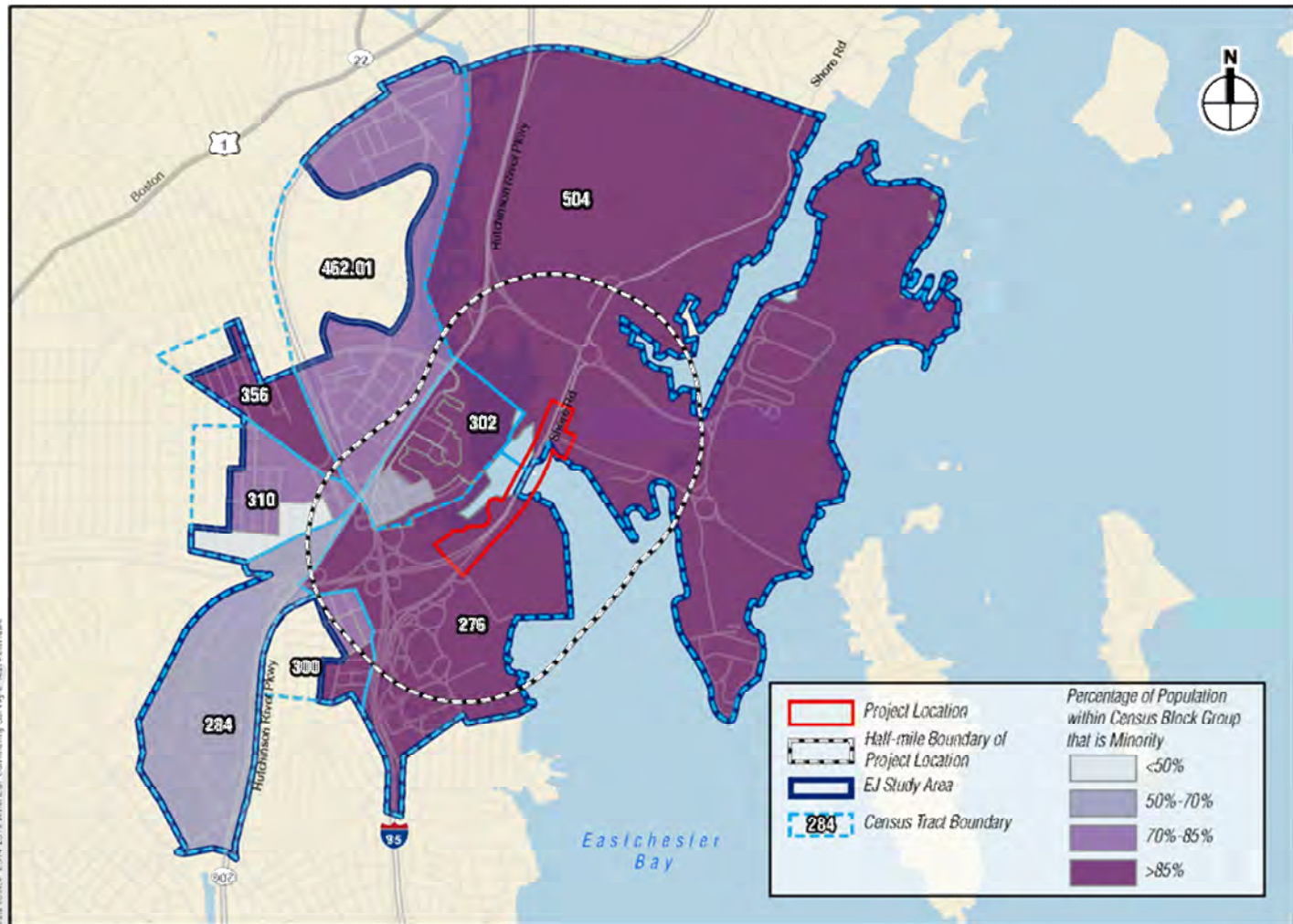
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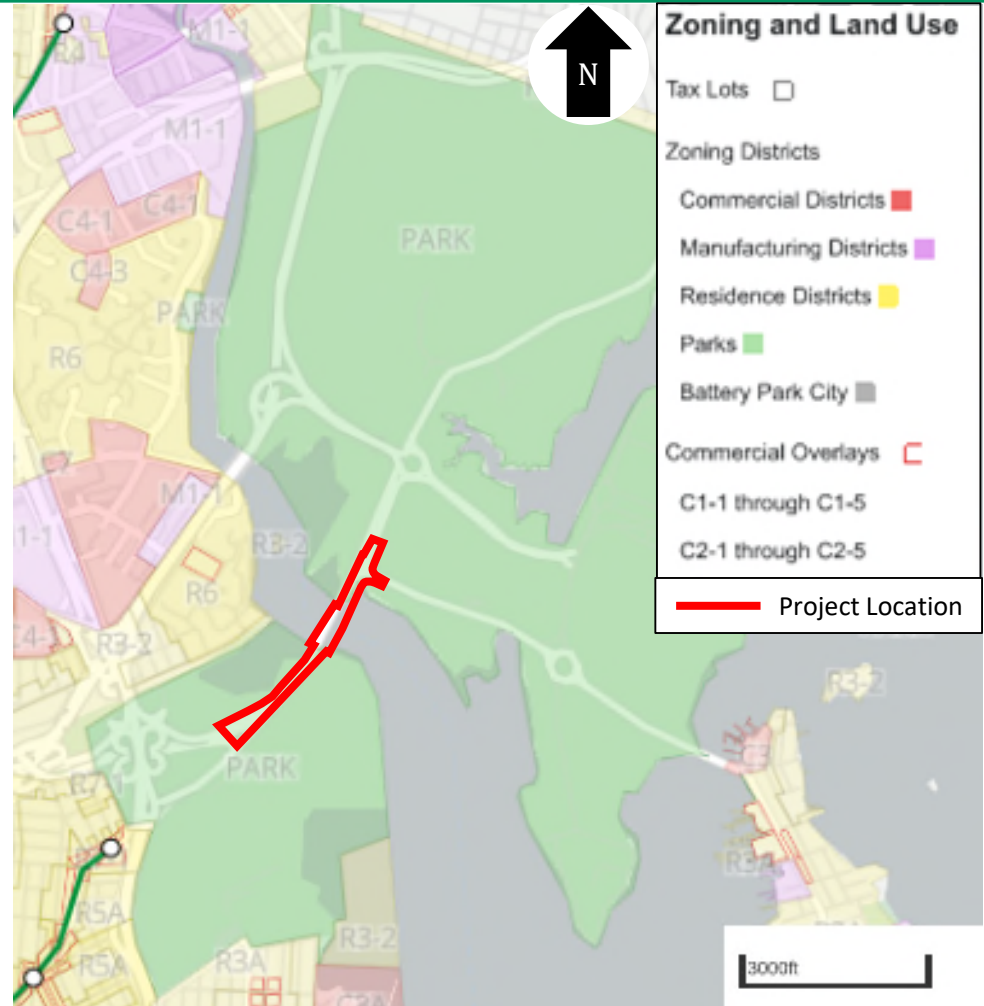
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Additional Topics/Resources

- Land Use
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- Social considerations; and



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Send comments to:

Lisell Guerra, P.E.

Senior Area Engineer – Region 11

Federal Highway Administration,

New York Division

Leo W. O'Brien Federal Building

11A Clinton Avenue, Suite 719

Albany, NY 12207

By phone: (518) 431-8850

By email: lisell.guerra@dot.gov

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Shore Road Bridge over Hutchinson River Project
Participating Agency Meeting Presentation
March 5, 2021





MARCH 5, 2021

PARTICIPATING AGENCY MEETING

NYCDOT CONTRACT NO.: HBX1148B
NYS DOT PIN: X773.63
BRIDGE IDENTIFICATION NUMBER (BIN): 2-24020-0

Shore Road Bridge over Hutchinson River
Borough of the Bronx

The Shore Road Project Team

FHWA

Lead Federal Agency

NYSDOT

Joint Lead Agency

NYCDOT

Project Sponsor and Joint Lead Agency

Hardesty & Hanover, LLC

Prime Consultant

AKRF, Inc.

Environmental Consultant

Fitzgerald & Halliday, Inc.

Outreach Consultant

Historical Perspectives Inc.

Section 106 Consultant

Meeting Purpose & Agenda

- Purpose of Meeting – Initiate coordination with Participating Agencies who will be involved in the review of the Project
- Project Needs, Purpose, and Objectives
- Overview of the NEPA Process
- Scoping under NEPA
- Roles and responsibilities for Participating Agencies
- Discuss anticipated key environmental issues
- Anticipated environmental review, key permits & approvals
- Anticipated agency involvement and coordination
- Potential project stakeholder coordination & public outreach
- Upcoming milestones/next steps

Project Location



LEGEND:

- Project Limits
- - - Mosholu-Pelham Greenway & East Coast Greenway

Project Location



LEGEND:

- Project Limits
- - City Island Truck Route

Draft Project Needs

The needs for the Project are as follows:

- Address structural deficiencies
- Address geometric deficiencies
- Improve vehicular and marine traffic operations and the operational reliability of the bridge
- Improve pedestrian and bicycle accommodations



Draft Project Purpose & Objectives



Purpose:

- The purpose of the Project is to address the structural deficiencies; geometric deficiencies; and operational reliability; for multi-modal users, including marine vessels, of the Shore Road Bridge over the Hutchinson River.

Objectives:

- Address the identified structural, geometric and operational deficiencies of the crossing;
- Address operational constraints associated with the passage of marine vessels under the bridge; and
- Improve bicycle/pedestrian facilities on the Shore Road Bridge.

Existing Bridge



History

- Opened to traffic in 1908
- 4th bridge on site
- Previous structure (circa 1871) was a swing bridge aligned south of existing bridge
- Numerous limited rehabilitations since construction, most recent interim repair work completed in 2002.

Configuration

- 865 ft long
- Consists of 7 spans (6 concrete arches and the bascule span)
- Carries 2 – 10ft lanes in each direction EB/WB
- No shoulders
- 7.5ft sidewalk on the south side
- Cyclists must dismount to cross the bridge on sidewalk



Existing Bridge

South Side of
Bridge Looking
North



Barge In Narrow
Bridge Channel

What is NEPA?

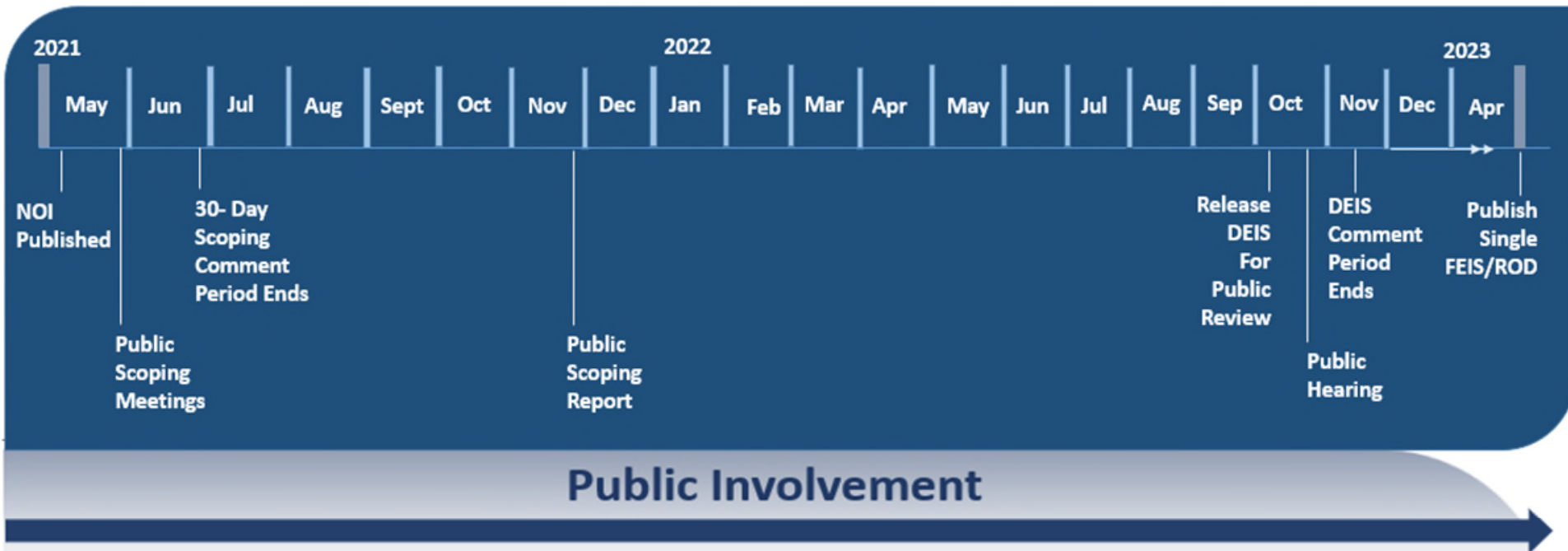
National Environmental Policy Act

- NEPA, also known as the National Environmental Policy Act, is a federal law that provides for a decision-making process to consider the effects of federally funded or permitted projects on the natural and built environment.
- NEPA provides for broad participation in decision-making by the public and those agencies having an interest related to the action. The lead agencies are required to provide opportunities for meaningful public and agency participation during the environmental process.
- Under NEPA, lead agencies consider public input about the potential effects of a project on the social, economic, and environmental conditions. Lead agencies are required to consider agency and public comments received.



NEPA Process/Project Timeline

An Environmental Impact Statement (EIS) is being prepared in accordance with NEPA and will also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR).

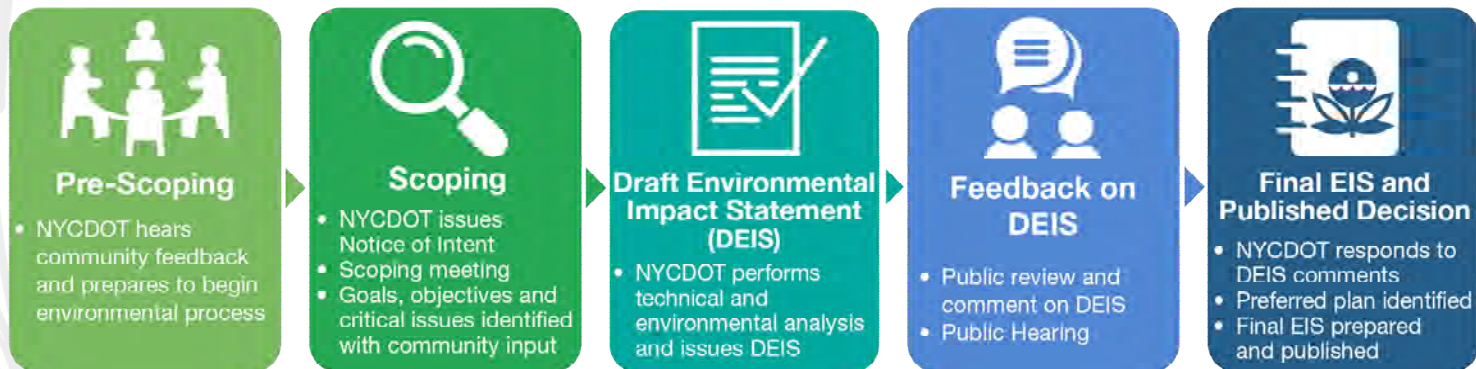


ACRONYMS:

Draft Environmental Impact Statement (DEIS),
Final Environmental Impact Statement (FEIS),
Notice of Intent (NOI), Record of Decision (ROD)

What is scoping?

- Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. The scoping process will provide an early opportunity for the FHWA, NYSDOT, and NYCDOT to disseminate information about the Project to agencies and the public and to receive input.
- The Public Scoping Meetings will be the first opportunity to engage the public in the NEPA EIS process. The federal lead agency and the joint lead agencies will seek input on the issues of concern, potential impacts, and concepts under consideration. The Project Scoping Report will provide an overview and record of the NEPA scoping process conducted for the Project.



Concept Screening / Alternatives Analysis

Reasonable Range of Alternatives



Concept Screening

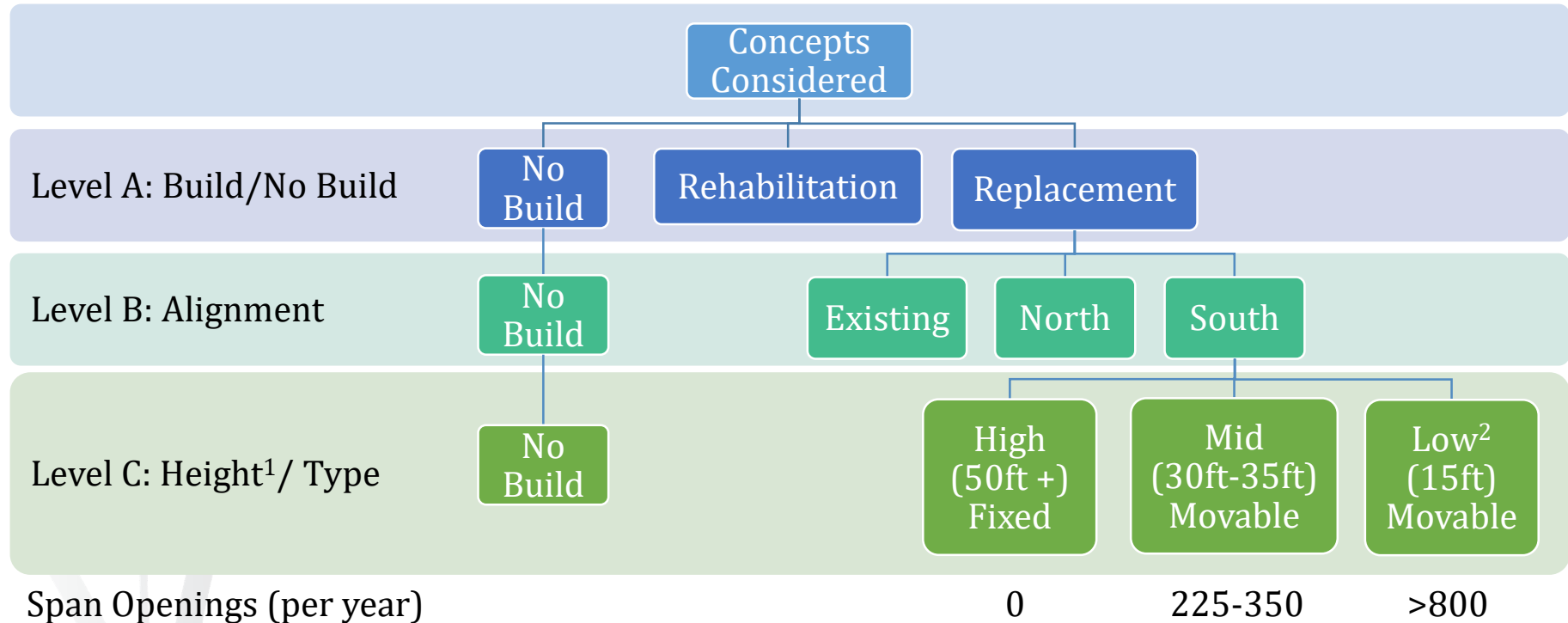


Alternatives Analysis



Preferred Alternative

Considerations for Concepts



Notes:

1. "Height" refers to clearance above Mean High Water (MHW)
2. The existing bridge provides 13ft of clearance above MHW

Considerations for Concepts:

Geometric Deficiencies



- Lane Width
- Shoulder Width
- Sidewalk Width
- Profile/Grade
- Curb Height
- Restrictive Navigational Clearances and Geometry

Structural Deficiencies



- Bascule Span Steel Deterioration
- Concrete Arch Deterioration
- Pier Concrete Deterioration
- Bridge House Deterioration
- Steel Fatigue
- Low Load Rating
- Seismic Deficiencies
- Open Grid Deck

Miscellaneous Concerns

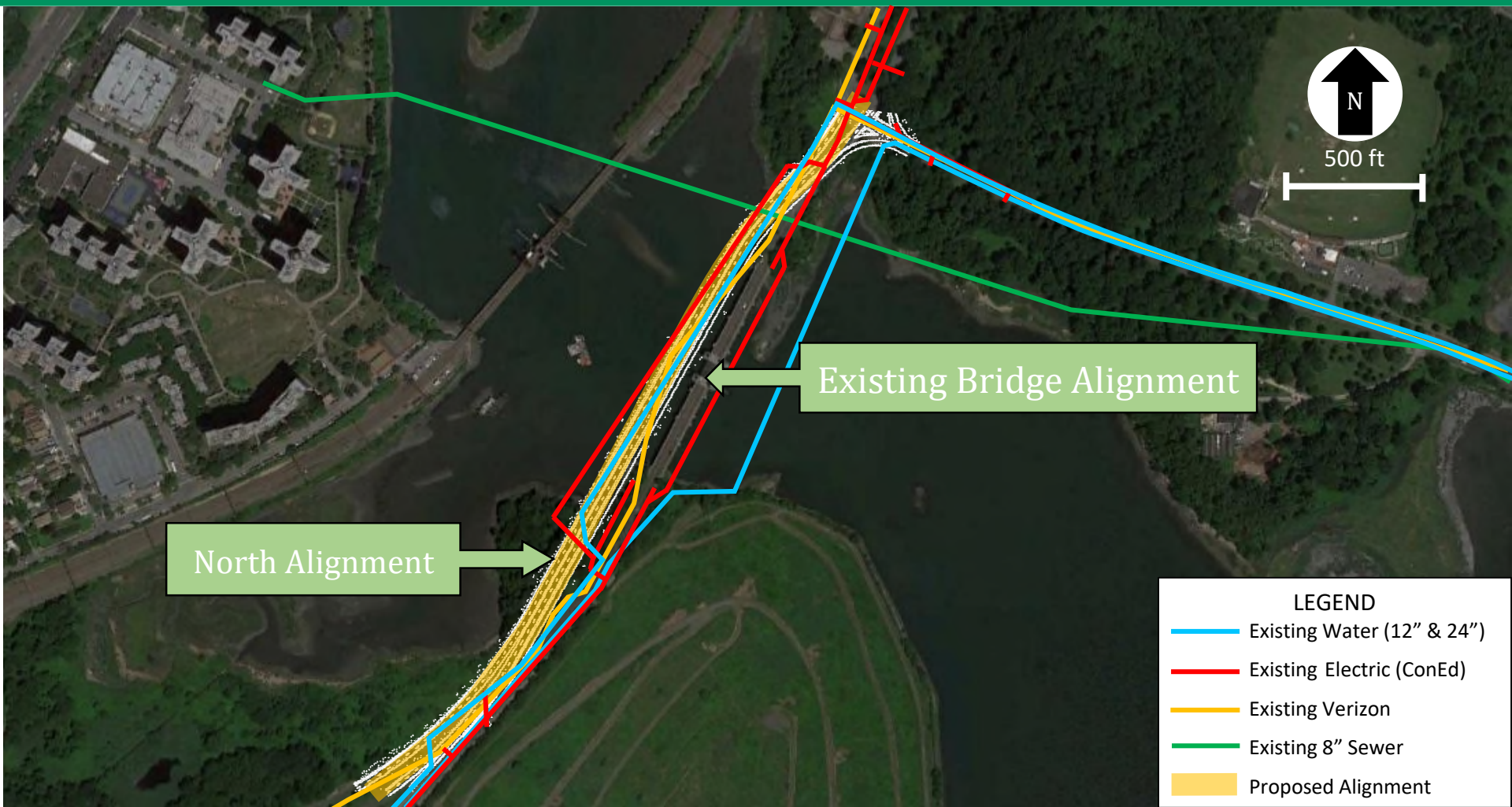


- Storm Resiliency
- Maintenance friendly features

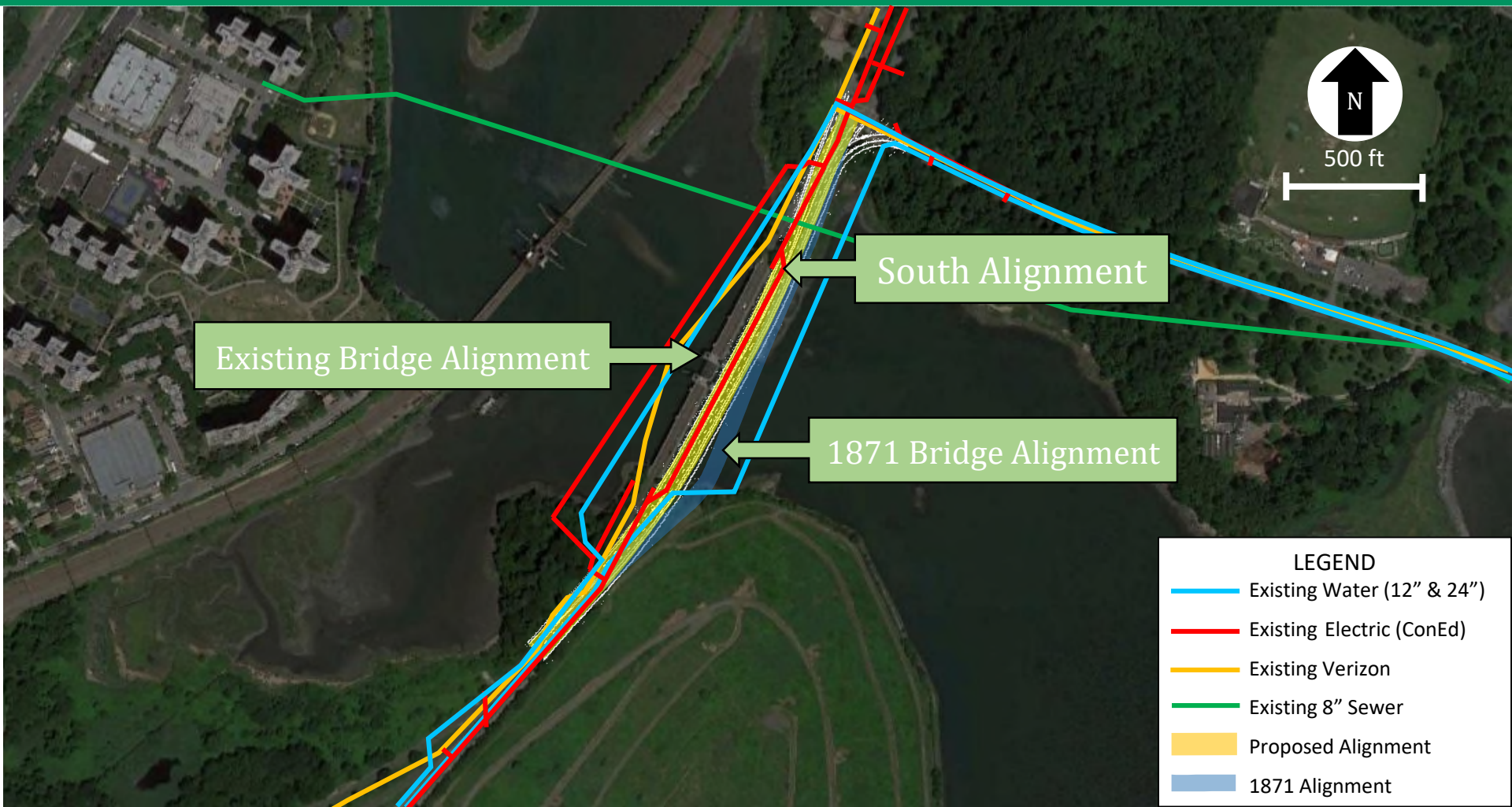
Considerations for Concepts: Rehabilitation (Repair) Concept

- Provides some extension of existing structure service life but does not address long term needs
- Partially addresses steel and concrete deterioration
- Partially addresses fatigue and seismic deficiencies
- Unreasonable to address geometric deficiencies with this approach
- Unable to address navigational clearance issues
- Requires extensive strengthening of substructures, bascule span replacement, concrete repairs and underpinning of approach spans
- Requires long term disruption to vessel and vehicular traffic

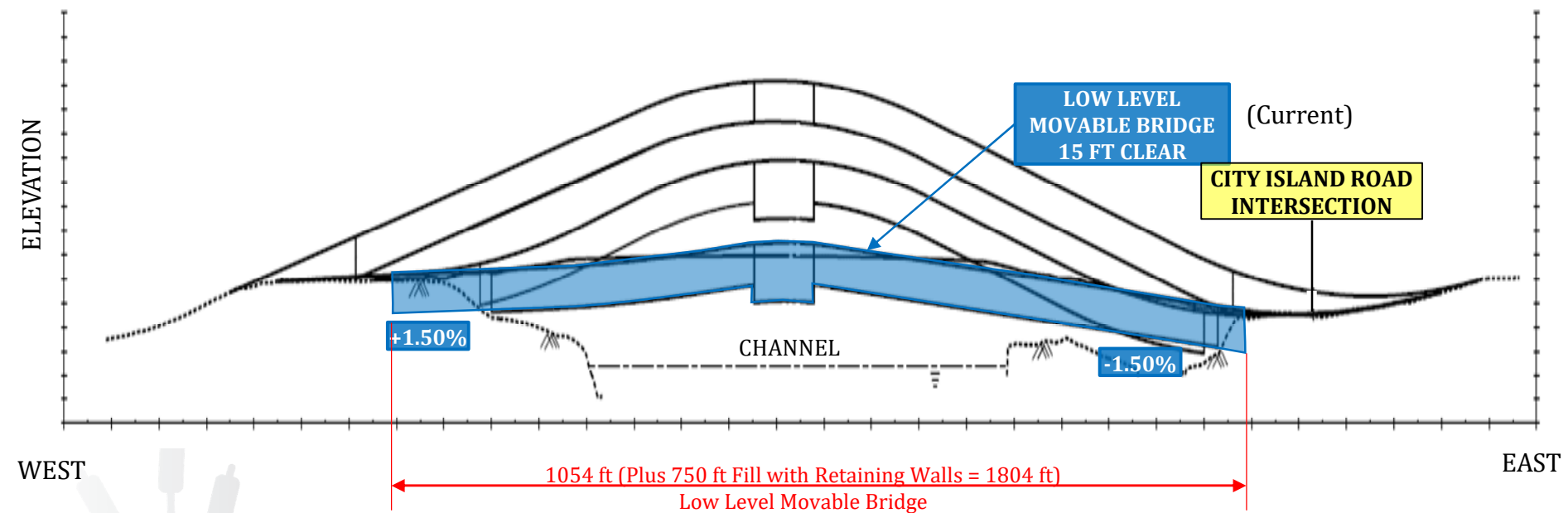
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Considerations for Concepts: South Bridge Alignment

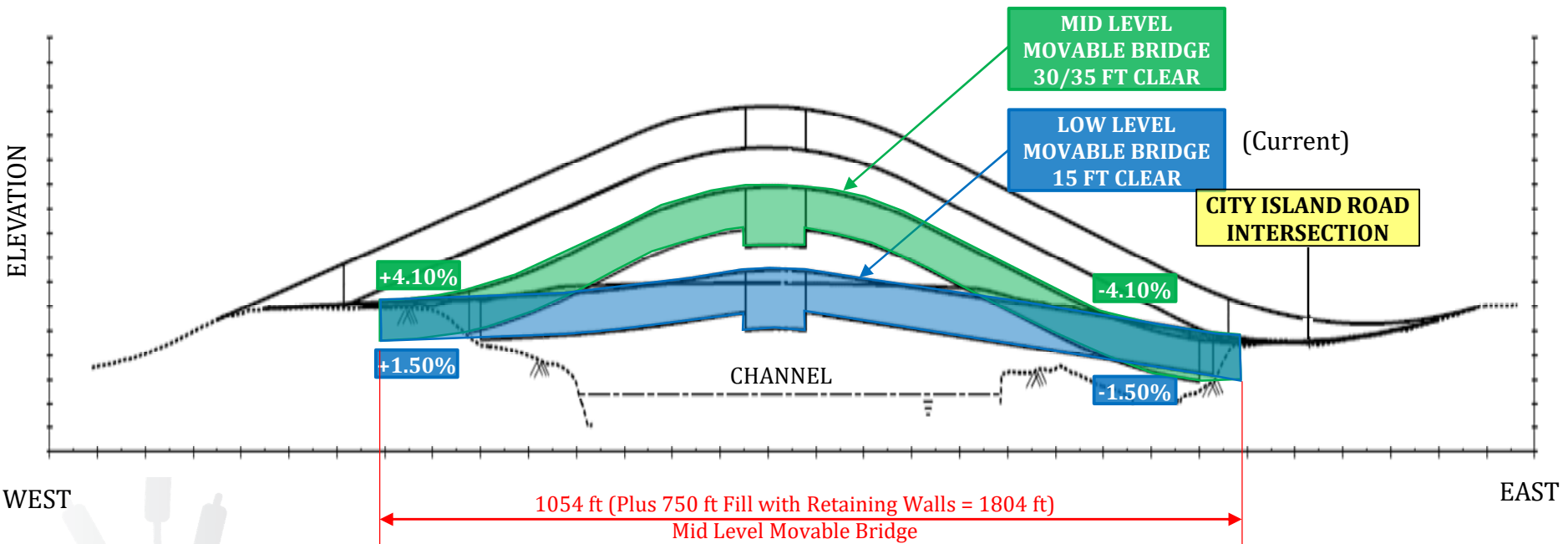


Considerations for Concepts: Low-Level Profile



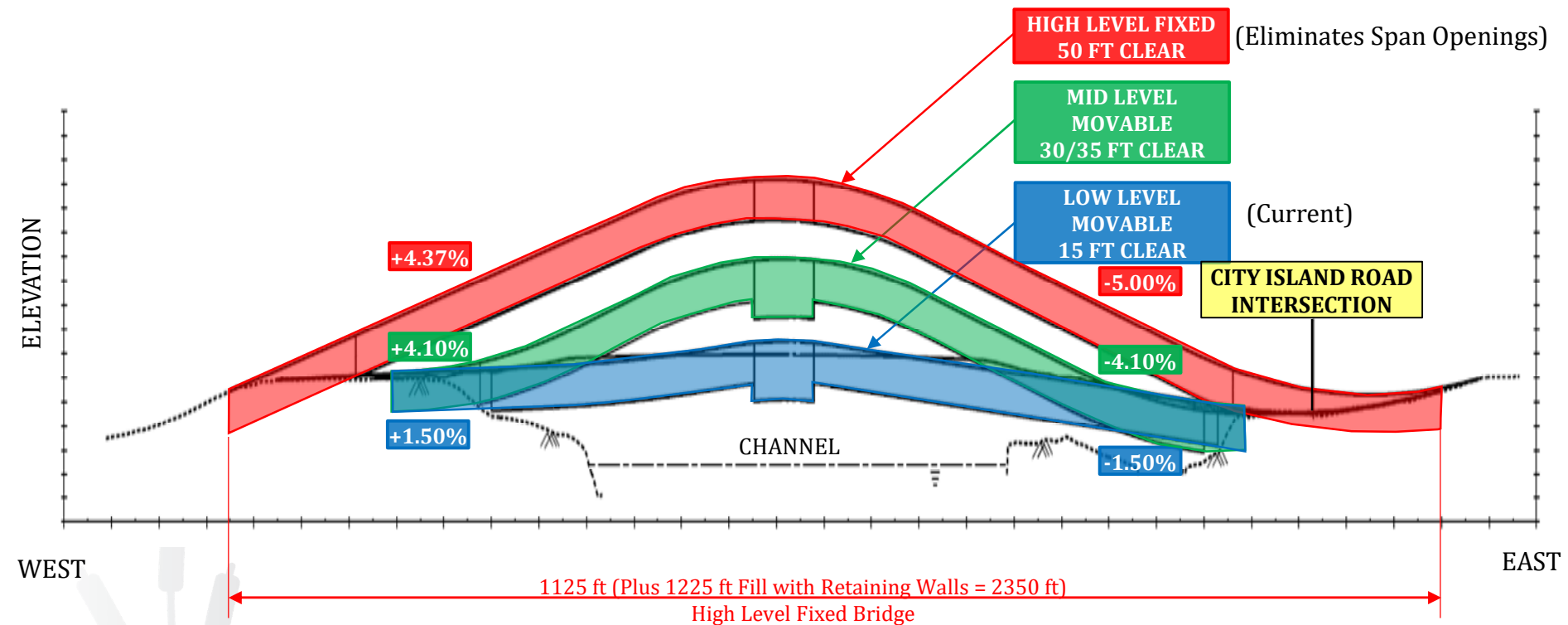
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- OVER 800 SPAN OPENINGS PER YEAR
- POTENTIAL FOR FLOODING

Considerations for Concepts: Mid-Level Profile



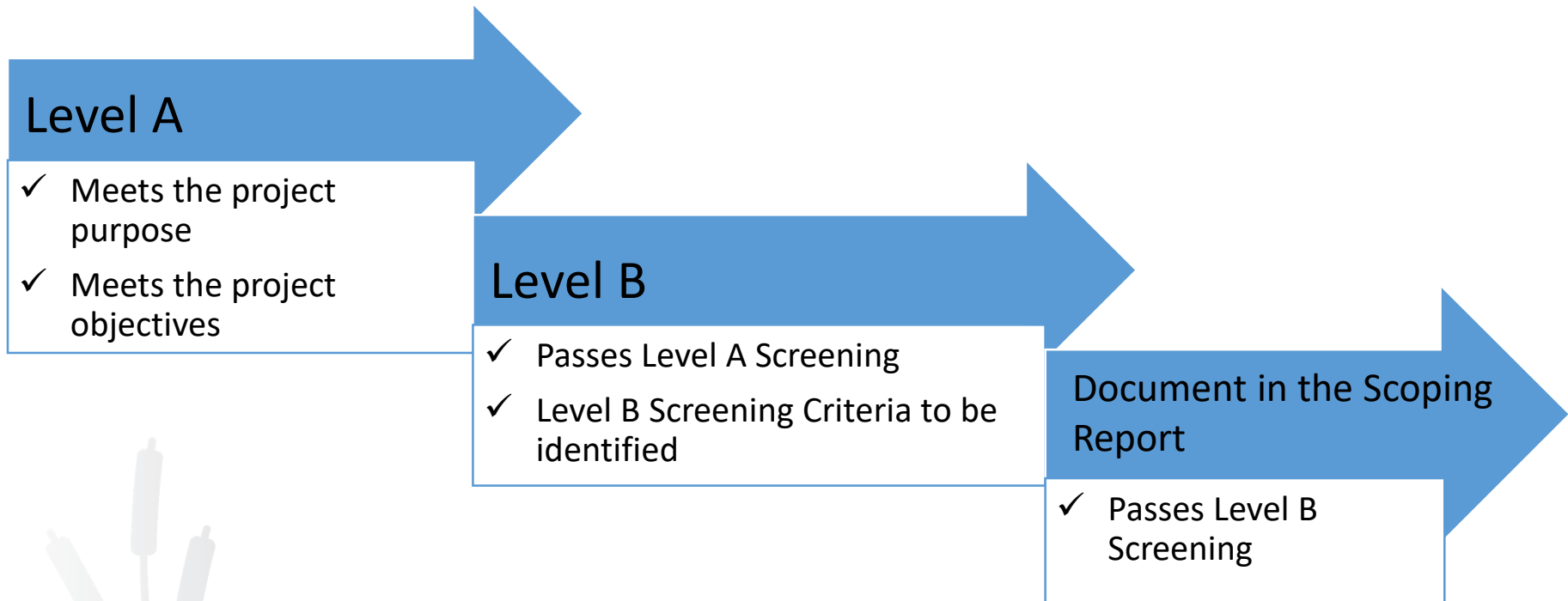
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Considerations for Concepts: High-Level Profile



- 5.00% GRADE
- ROADWAY ELEVATION RAISED AT CITY ISLAND ROAD INTERSECTION

Considerations for Concepts: Potential Screening Criteria During Scoping



Considerations for Concepts: Level A Screening

Alternative / Concept	Meets Project Purpose	Project Objectives			Move to Level B Screening
		Addresses the identified structural, geometric and operational deficiencies of the crossing	Addresses operational constraints associated with the passage of marine vessels under the bridge	Improves bicycle/pedestrian facilities on the Shore Road Bridge	
No Build Alternative					
Rehabilitation Alternative					
Concept 1 – South Alignment Low-Level Movable					
Concept 2 – South Alignment Mid-Level Movable					
Concept 3 – South Alignment High-Level Fixed					
Concept 4 – North Alignment Low-Level Movable					
Concept 5 – North Alignment Mid-Level Movable					
Concept 6 – North Alignment High-Level Fixed					
Concept 7 – Existing Alignment Low-Level Movable					
Concept 8 – Existing Alignment Mid-Level Movable					
Concept 9 – Existing Alignment High-Level Fixed					

Roles and Responsibilities for Participating Agencies

What is a Participating Agency?

- Any agency, other than a Cooperating agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative.
- Responsible for identifying, as early as practicable, any issues of concern regarding the Project's potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the Project.

Roles and Responsibilities for Participating Agencies

The Joint Lead Agencies request:

- Input on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the alternatives, and the scope of issues to be addressed in the EIS;
- Participation in Participating Agency meetings/conference calls; and
- Timely review and comment on environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We expect your agency's involvement to entail only those areas under your agency's jurisdiction.

Environmental Review and Permitting Process

- Executive Order 13807 (One Federal Decision) was revoked on January 20, 2021.
- The Project is subject to 40 C.F.R. 1500-1508 (Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, issued September 14, 2020), and 23 U.S.C. Section 139 (Efficient Environmental Reviews for Project Decision making).
- Specific coordination will occur with each Participating Agency. Additionally, Participating Agency meetings will be scheduled as needed to keep the agencies informed and offer the opportunity for the agencies to ask questions and provide input on the Project throughout the EIS process.

Social, Economic & Environmental Considerations

The EIS will include an assessment of social, economic and environmental effects resulting from the proposed action.

Key Topics/Resources include the following:

- Parkland and recreational resources;
- Cultural and historic resources;
- Surface waters, navigable waters, and wetlands;
- General Ecology, Wildlife Resources, Endangered and Threatened Species
- Coastal zone resources;
- Construction; and
- Environmental Justice Considerations.

Additional Resource Topics to be Examined:

- Land use;
- Visual resources;
- Hazardous waste and contaminated materials;
- Traffic;
- Noise;
- Air quality;
- Economic considerations; and
- Social considerations



Potential Key Resource Considerations

Right of Way & Parkland & Recreational Resources

Right-of-way of Shore Road within Pelham Bay Park

- Potential alienation of parkland
- Potential ULURP¹ to address right-of-way

Section 6(f) Land and Water Conservation Fund Protected Area

- Two Land and Water Conservation Fund Grants within Pelham Bay Park
- Potential for Section 6(f) Evaluation due to conversion of 6(f) park land to non-recreation use

Section 4(f) of the U.S. Department of Transportation Act of 1966

- Potential Section 4(f) evaluation due to use of parkland and historic site.

Existing Parkland Trees

- Potential for tree removals

¹ ULURP is the New York City Uniform Land Use Review Procedure

Potential Key Resource Considerations (cont..)

Known Historic Properties in the vicinity of the Project Limits

- 1- Shore Road Bridge
- 2 - Amtrak Pelham Bridge
- 3- Pelham Bay Park Historic District

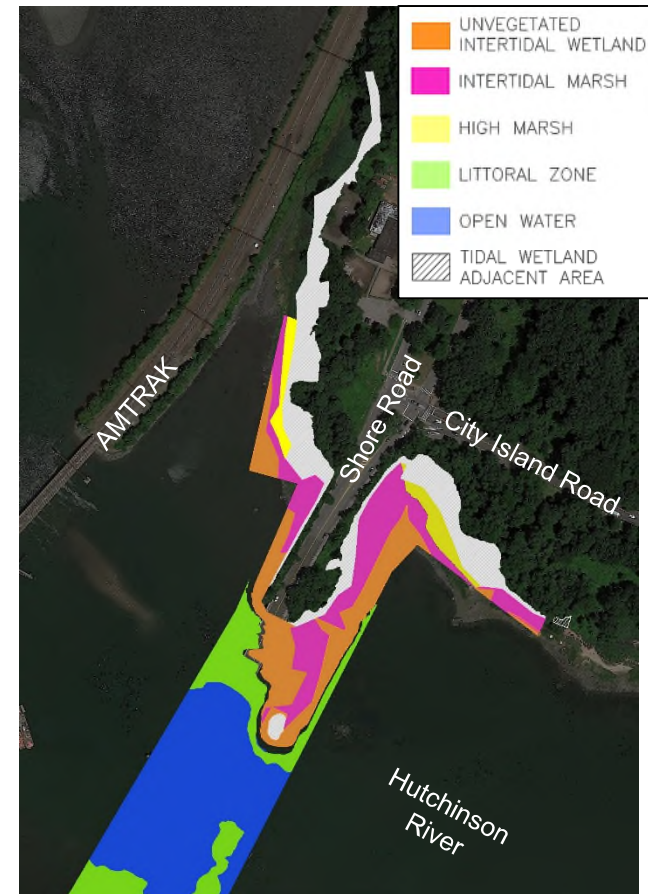
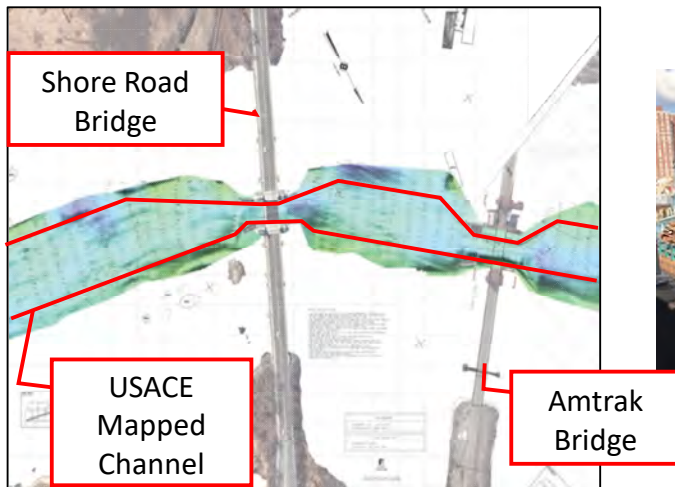


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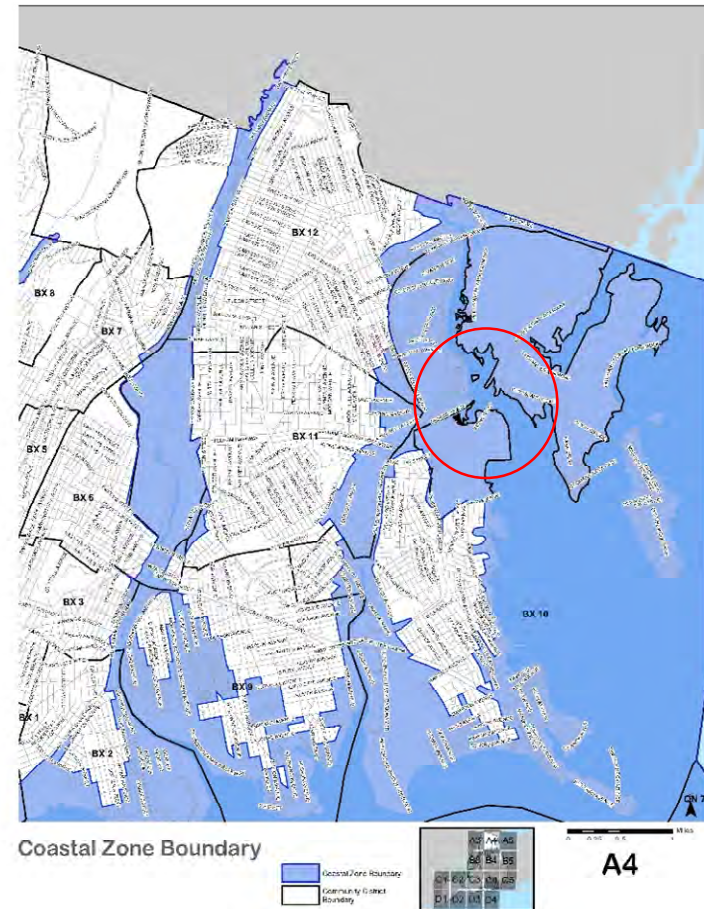
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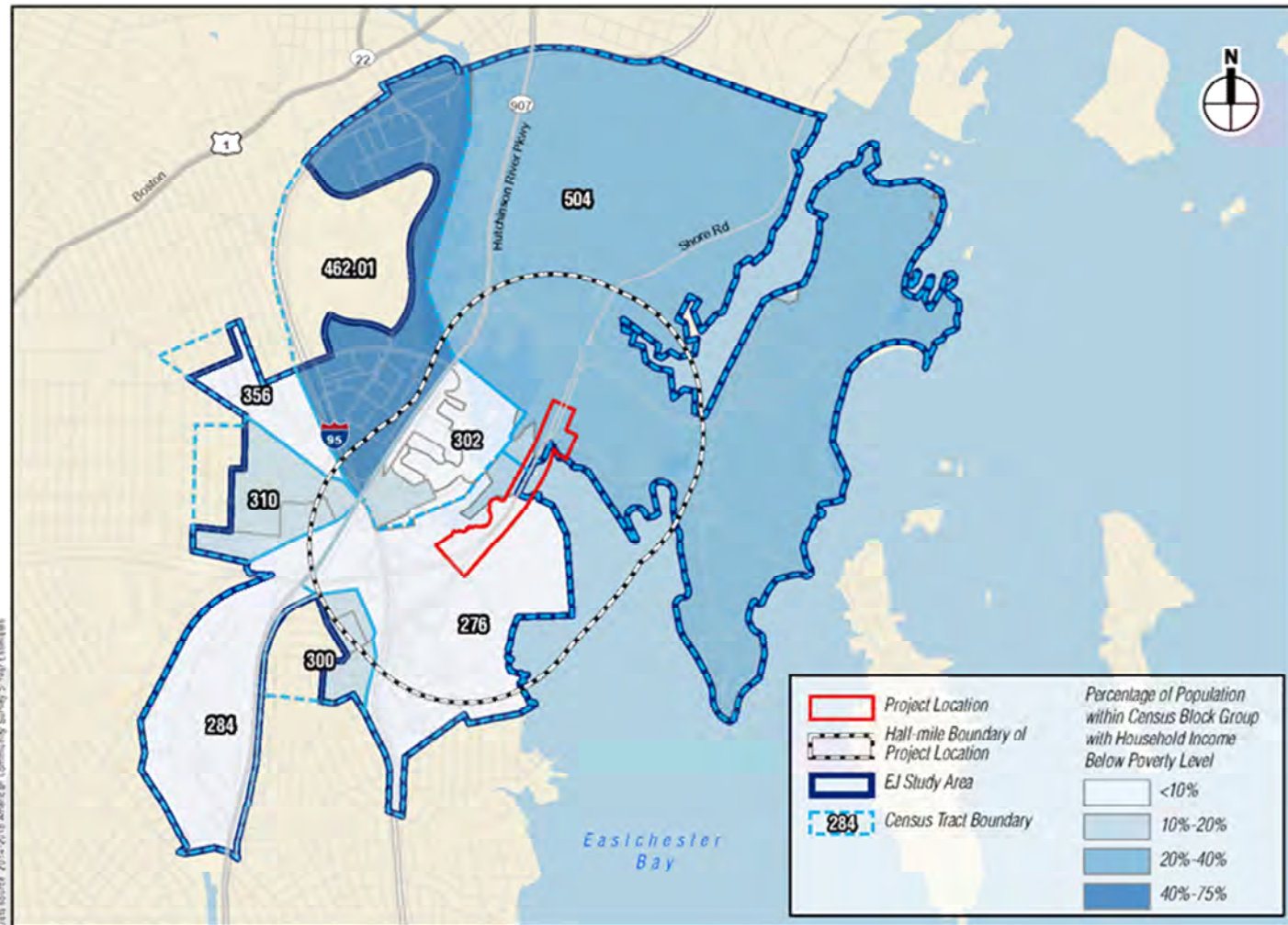
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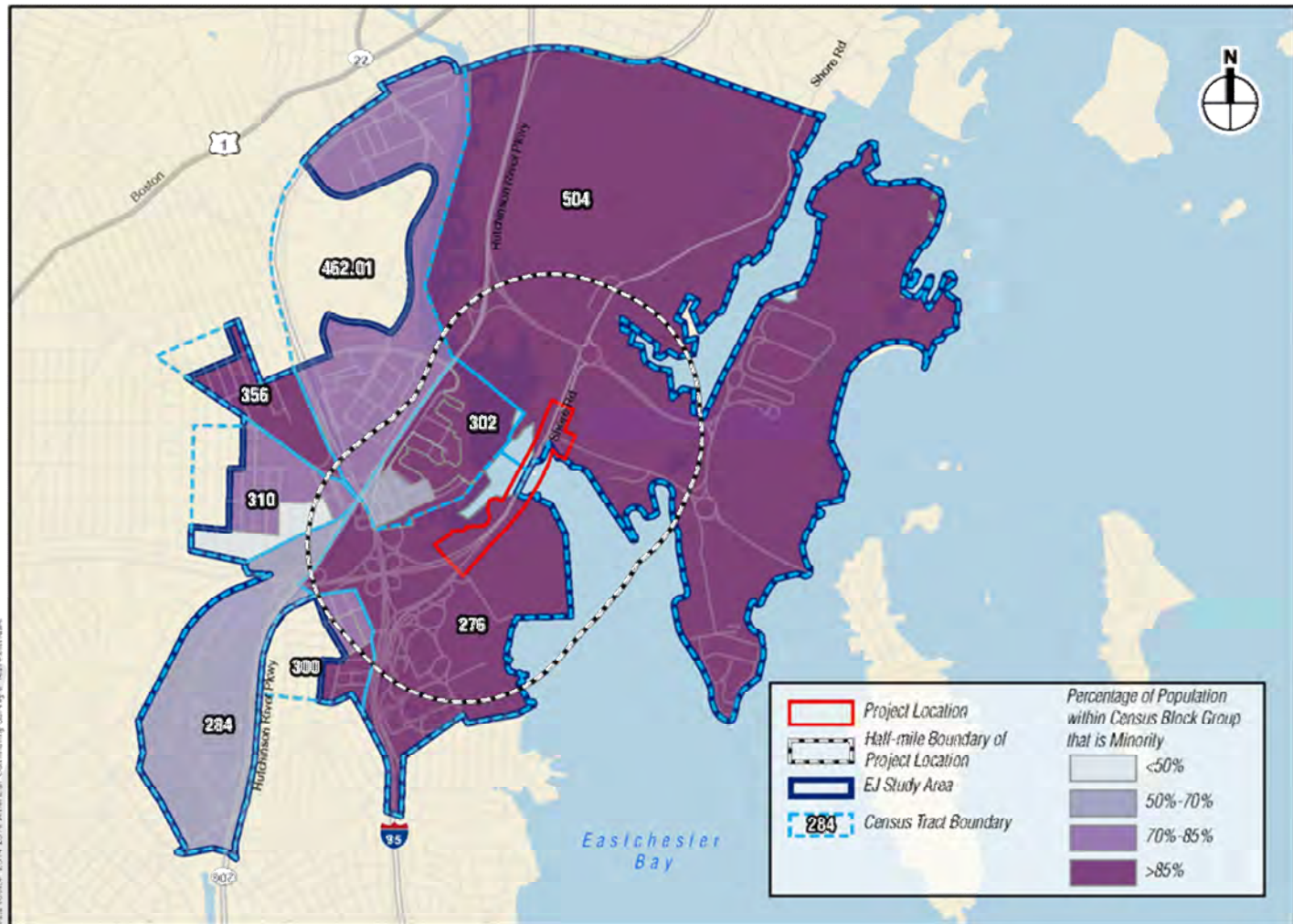
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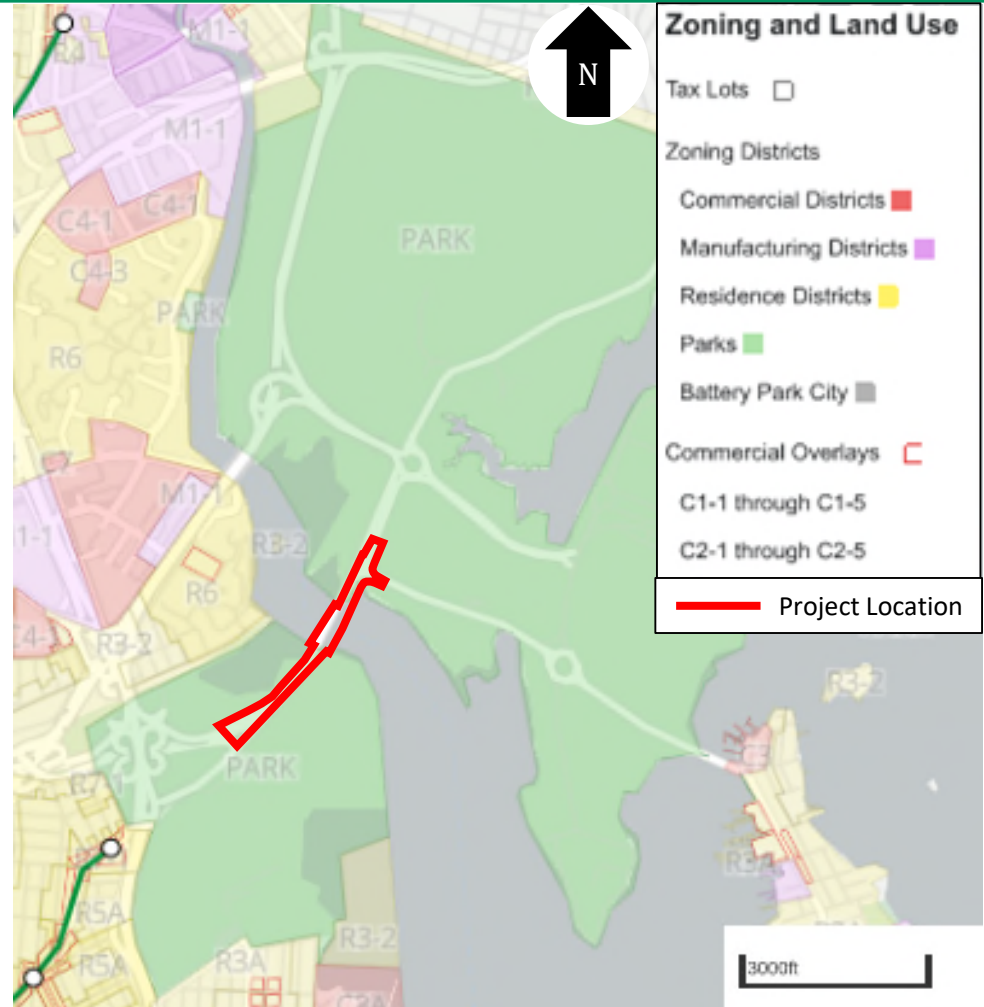
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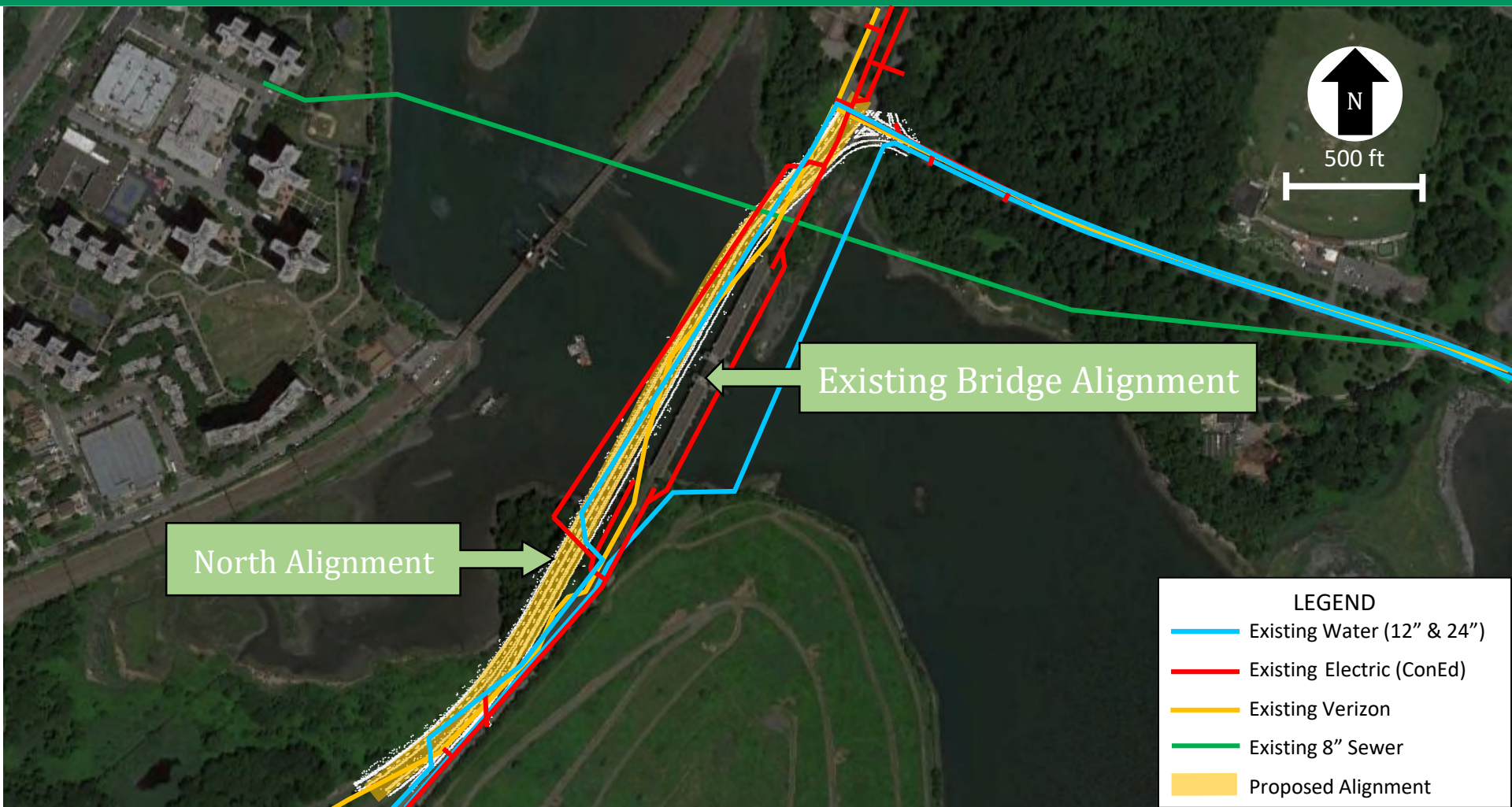
Shore Road Bridge over Hutchinson River Project

Project Maps/Figures

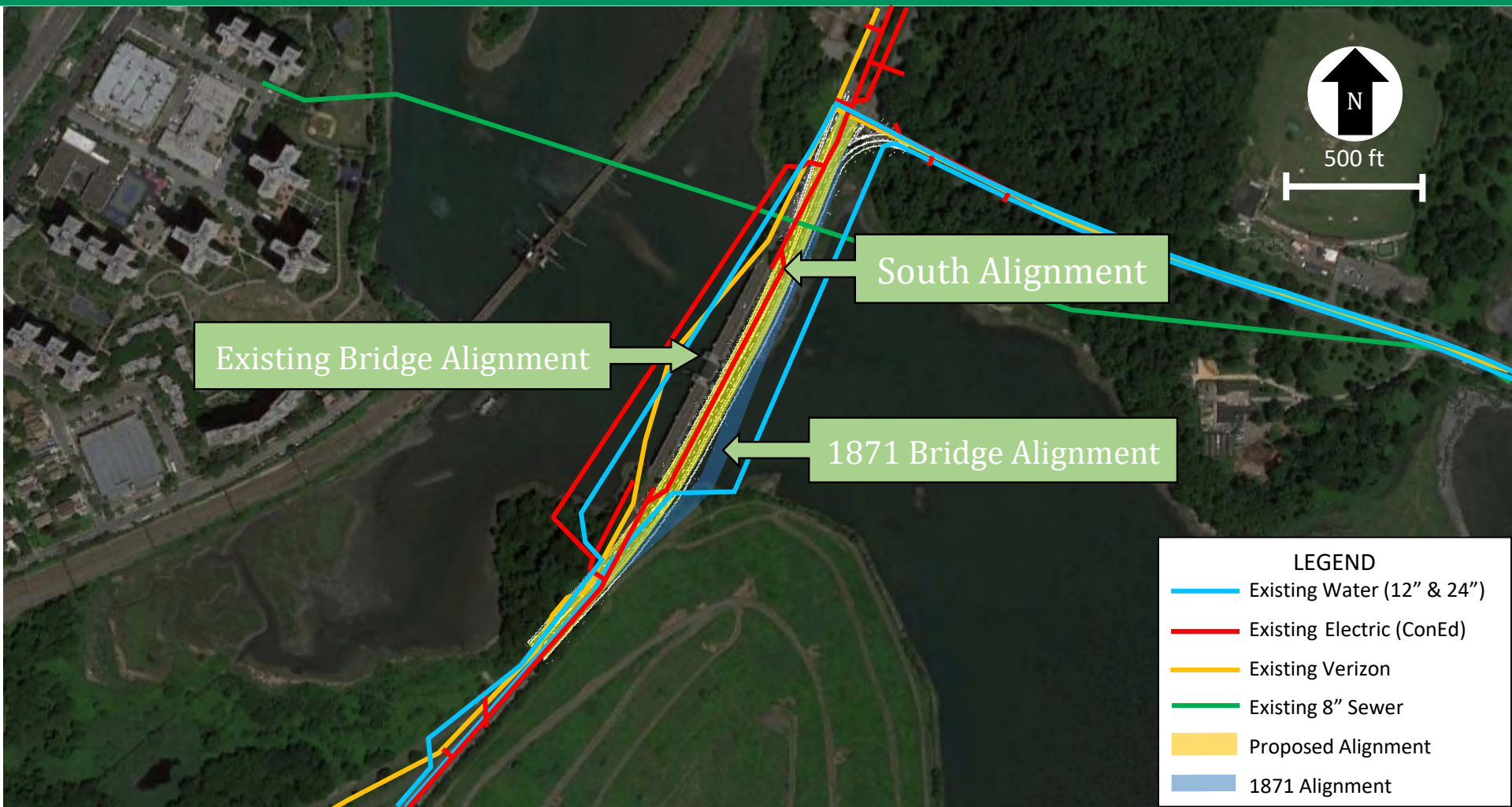
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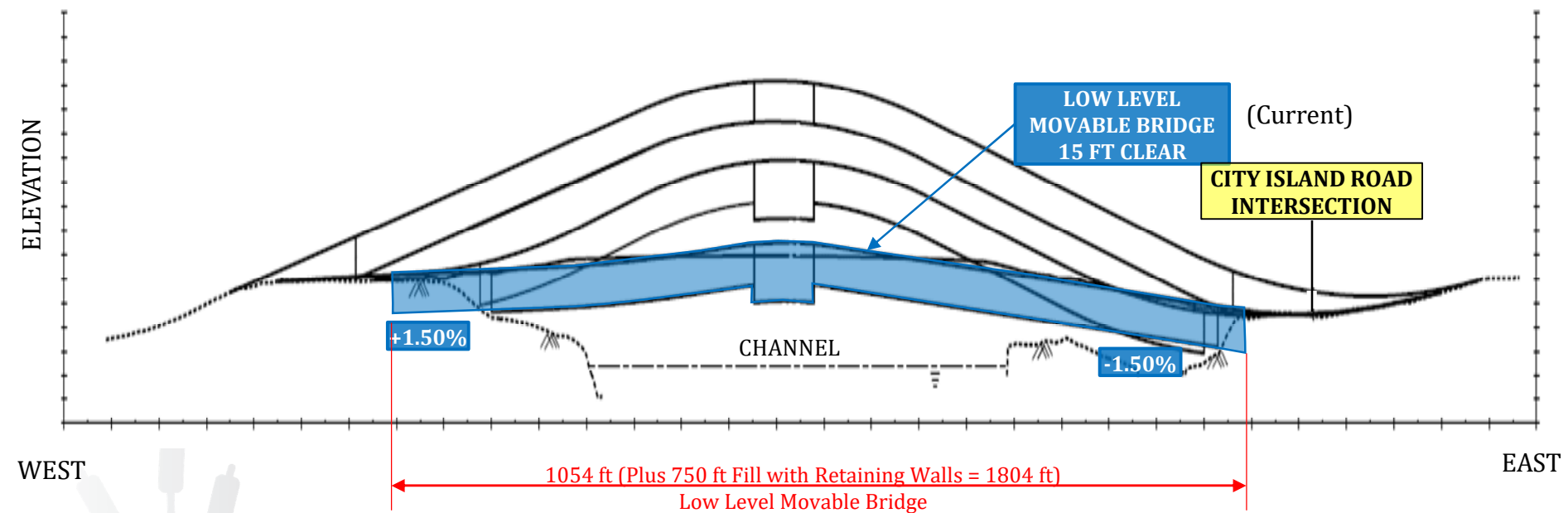
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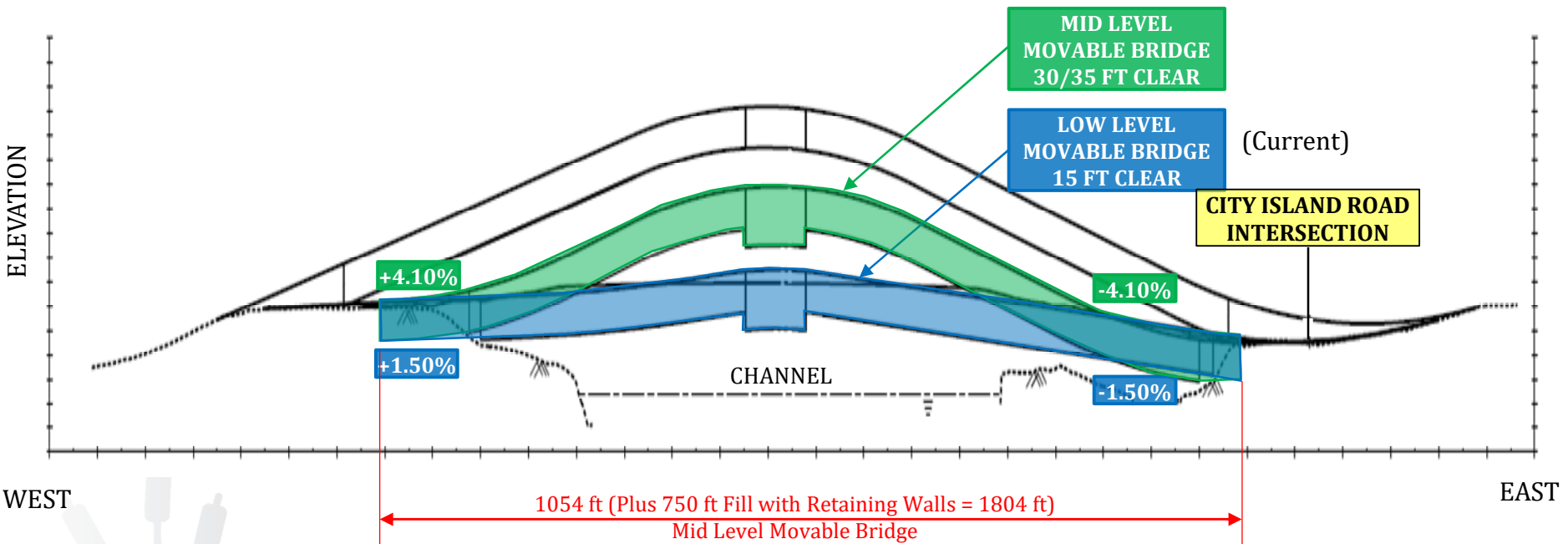


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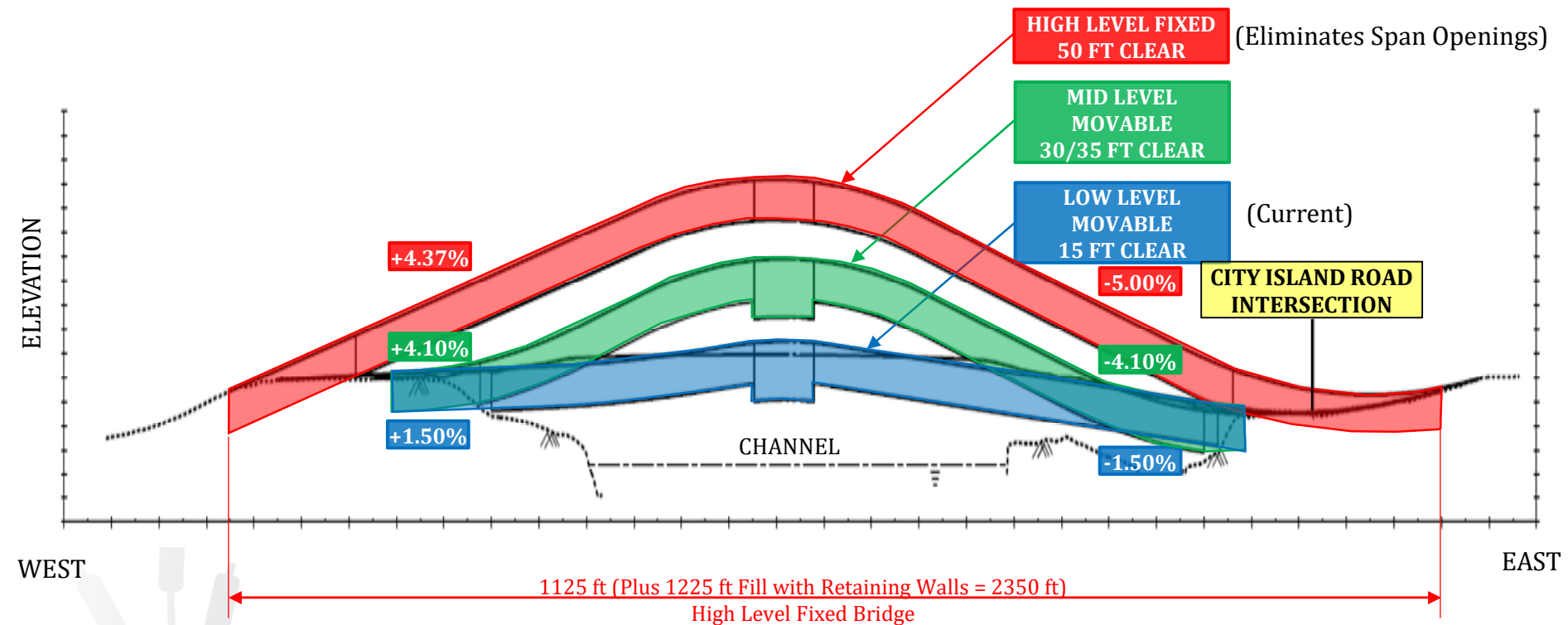
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