Building a “New” New York Bridge
The Tappan Zee Bridge: Outdated and Overcrowded

• Over 138,000 vehicles cross the bridge every day, far more than it was designed to handle
• Traffic jams and delays are a regular occurrence
• The accident rate is double the average accident rate on the rest of the 574-mile Thruway
• No lanes or shoulders for emergency vehicles or disabled vehicles, creating more traffic delays
• Amount already spent on bridge maintenance over the past decade: $750 million
Gov. Pataki announced plans to build new bridge in 1999

“We are looking at the possibility of completely replacing the Tappan Zee because it is so old and does need such major repair," Pataki announced on his monthly WCBS radio “Ask the Governor" program.

Ten years later...

- 430 public meetings
- 150 concepts
- $88 million spent
- Nothing accomplished
Governor Cuomo Took Control and Ended the Dysfunction

- Accelerated, comprehensive and thorough review process, that incorporates all past studies
- Historic design-build law
- Assembled a team of national experts
- Plan for a new bridge that will be built to last 100 years
Widespread Support: NYMTC Votes For Bridge Plan

- Governor Cuomo signs new request for federal funding following unanimous vote by the New York Metropolitan Transportation Council approving bridge plan
Procurement Process Moving Forward

• 3 bids comprising more than 70 boxes and 750,000 pages
• Submitted July 2012
• Detailed Technical Review Complete
• Selection Committee getting to work
Different Kind of Selection Committee

• In August, Governor Cuomo sent a Letter to the Thruway Authority requesting a different kind of Selection Committee that combined technical expertise with other outside perspectives:
  • Renowned Architects and Artists
  • Community Representatives
    – Local History and Cultural Representatives
    – Environmental Experts
    – International Design Experts
• Selection committee named this month
Selection Committee Evaluating “Best Value”

- Best price for toll payers
- Bridge structure and design
- Investment in future transit options including BRT and rail
- Traffic management plan
- Plan for working collaboratively with community and local stakeholders
- Ability to meet strict environmental requirements
- Construction plan
- Bridge lifespan
- Geotechnical for bridge foundations
- History and experience of design-build team
The Next Steps

• Public selection presentation
• On-site inspection of current bridge location
• Selection Committee concludes
• NYS Thruway Authority Board votes on approving bid
• Complete selection process by end of the year
Three Options for How to Proceed

OPTION 1: Keep the old bridge

- Spend $3-$4 billion on major repairs to extend the life of the bridge
- Does not address congestion or hazardous driving conditions and does not add mass transit capability
- Even with major refurbishment, existing bridge would require additional costly repairs long before a newly-constructed bridge would
Three Options for How to Proceed

OPTION 2: Build a new county transit system

- Build the new bridge and also build a new bus rapid transit (BRT) system in Westchester and Rockland Counties now.
The Smartest Option: Build a New Bridge

OPTION 3: Spend $5 billion to build state-of-the-art, transit-ready bridge

- 8 traffic lanes
- Dedicated lanes and shoulders for emergency vehicles
- Dedicated bus lane
- Walkway / bikeway
- High-tech sensors provide real-time data on traffic and road conditions
- Improved toll collection & E-Z Pass lanes
## Bridge Toll Estimates

<table>
<thead>
<tr>
<th>Option</th>
<th>Commuters</th>
<th>Cash</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repair the Old Bridge</td>
<td>$7.20</td>
<td>$12.00</td>
</tr>
<tr>
<td><strong>Option 2:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Bridge &amp; New County BRT System</td>
<td>$16.80</td>
<td>$28.00</td>
</tr>
<tr>
<td><strong>Option 3:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Transit-Ready Bridge</td>
<td>$8.40</td>
<td>$14.00</td>
</tr>
</tbody>
</table>
Governor Cuomo Says Projected Toll is Too High

Thruway, State, Federal & Local Officials will explore ways to Reduce Tolls

• Working with Congressional Members to maximize Federal Support
• Expanding discount programs to benefit Westchester & Rockland
• Identifying ways to Lower the Cost of Credit and Borrowing
• Reserving TZB toll increases for the Bridge & Regional Transportation

The Cuomo Administration has successfully reduced tolls and secured regional discounts on other New York bridges
The Smartest Option: Build a New Bridge

OPTION 3:
Building a new bridge now will:

• Reduce congestion
• Be safer for drivers
• Create better options & faster service for bus commuters
• Be transit-ready for rail or bus rapid transit
• Create 45,000 new jobs
What is Bus Rapid Transit?

- BRT = a train on roads
- BRT must be rapid and reliable
- BRT requires a dedicated lane just for the bus
- BRT requires stations
2011 – Full 30-mile BRT system

BRT in Center of Highway

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Split Highway</td>
<td>$3.1 B</td>
</tr>
<tr>
<td>BRT in Rockland</td>
<td>$0.4 B</td>
</tr>
<tr>
<td>BRT in Westchester</td>
<td>$1.1 B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$4.6 B</strong></td>
</tr>
</tbody>
</table>

BRT on Side of Highway

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Highway</td>
<td>$1.0 B</td>
</tr>
<tr>
<td>BRT in Rockland</td>
<td>$2.4 B</td>
</tr>
<tr>
<td>BRT in Westchester</td>
<td>$1.7 B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$5.1 B</strong></td>
</tr>
</tbody>
</table>
Incremental 6-7 Mile BRT System

Preliminary Cost Estimate

Rockland  $1.5 B
Westchester $0.4 B
Total     $1.9 B
Massive Construction on I-287 and I-87

• Building a BRT in Rockland and Westchester means widening I-287 and I-87 to create new lanes

• Doing this now would mean:
  
  ✓ Potential $28-$30 toll increase
  
  ✓ Massive new construction on I-287 and I-87 for years
  
  ✓ Follows years and hundreds of millions of dollars spent on I-287 construction
# Final Environmental Impact Statement (FEIS)

Compiled by a Dozen State and Federal Agencies

**Federal Agencies**
- Federal Highway Administration
- Environmental Protection Agency
- National Marine Fisheries Service
- U.S. Coast Guard
- U.S. Army Corps of Engineers
- Advisory Council on Historic Preservation

**State Agencies**
- Department of Environmental Conservation
- Department of State
- Office of General Services
- Thruway Authority
- Department of Transportation
- New York State Office of Parks, Recreation and Historic Preservation
Final Environmental Impact Statement (FEIS)

Gathered Widespread Public Feedback

- Public Hearings attended by over 1,100 people
- 3,000 comments received and responded to
- Extended comment period from 45 days to 60 days

Public Comments Showed Support for:

- Building a better, safer new bridge
- Improving traffic operations
- Creating jobs
- Creating a new transit ready Bridge
Community Impacts During Construction

**What we heard:**

Concerns about noise, dust and air quality, local traffic

**What we are doing:**

- Online 24-hour real time video, noise and air quality monitoring of construction
- Extensive measures to reduce noise
- Implementing state-of-the-art controls to prevent dust and emissions
- Transporting materials by barge to reduce traffic
Impacts on River Environment

What we heard:

Concern about endangered species, dredging, navigable waters

What we are doing:

• Restrict dredging to three months annually
• Use innovative pile driving procedures, including “bubble curtains” to protect endangered species
• The National Marine Fisheries Service declared that the plan for building the bridge will not jeopardize endangered species
Transit Capability

What we heard:

Transit has to be part of the consideration of this bridge.

What we are doing:

• Allowing for a dedicated lane for express bus service
• Investing $300 million to make the new bridge ready to handle bus or rail transit
The FEIS is Not Necessarily the Final Answer

• The State is not precluded from going above and beyond FEIS findings and taking additional steps to mitigate community or environmental impacts during construction.

• We will continue to meet with residents and local stakeholders to hear their concerns and feedback.
Broken Government Process:

The Old Process:
• The State designs project 100% and outside firm does construction
• The State assumes all risk of cost overruns

The Old Result:
• Toll Payers pay for extra cost and contractors are not incentivized

The I-287 Debacle:
• Project completion took 25% longer than expected
• Years of delays and inconvenience
• Repairs that were supposed to cost $542 million ended up costing $612 million
Governor Cuomo got the Legislature to pass new design-build legislation in 2011.
Doing It Smarter in the New NY: NEW Design-Build Process

- Top engineering and construction firms join forces and compete for single design and build contract
- Unleashes creativity and innovation of the private sector
- Shifts risk, controls costs and eliminates years of delay
- Private-sector, not taxpayers, assumes most risk for unexpected costs
- Contractor is paid for work completed, not time on job
We Will Continue to Work with You

• Invited all bidders to voluntarily make public presentations of their general design concepts, subject to federal approval

• As Scenic Hudson suggested, we will commission a blue-ribbon design panel to involve the community in evaluating the general design criteria
We Will Continue to Work with You

The New NY Bridge Community Action Team

• Team will be dedicated to working with the community from now through construction
• Will keep residents informed and aware
• Opened a new office in Tarrytown
• Continuing to hold public meetings around the region
Call Toll Free: 855 TZBRIDGE

www.NewNYBridge.com

• Learn more about the Governor’s plan

• Search all documents created over last 10 years on the bridge

• Submit questions and concerns

• Follow us on twitter @NewNYBridge