



Tappan Zee Bridge / I-287 Corridor Study

Project Status Update Stakeholder Committee Meeting





Agenda

- Process – SAFETEA-LU / NEPA
- Evaluation Criteria
- Alternatives
- Project Schedule
- Path Forward





Project Goals

- Improve mobility and accessibility
- Meet travel demand (include transit)
- Maintain infrastructure
- Improve safety and security
- Avoid/minimize/mitigate adverse impacts
- Provide cost-effective solutions





Project History

- Notice of Intent published in Dec. 2002
- Considerable work done to date
- August 10, 2005 SAFETEA-LU enacted (Reauthorization Federal Transportation Bill)





SAFETEA-LU

- Major modification of federal law governing the planning and implementation of surface transportation projects
- Section 6002 features a revised environmental review process





SAFETEA-LU

Section 6002

Purpose:

- Streamlines the environmental review process and expedites project delivery
- Focuses on early and frequent public involvement
- Limits the potential for project delays





SAFETEA - LU

Section 6002

Streamlining Features:

- Formal Process of Identification and engagement of Participating and Cooperating Agencies
 - Agencies must formally commit to the project
 - Coordination Plan Identifies roles and responsibilities of the involved agencies and public
 - Agencies and public comments need to be addressed and resolved





SAFETEA - LU

Section 6002

Public Involvement Features:

- Public Involvement and Agency review
 - Coordination Plan, Purpose and Need Statement, Range of Alternatives, and methodologies for evaluating alternatives
 - Agencies must adhere to rules and schedules of the NEPA review process





SAFETEA - LU

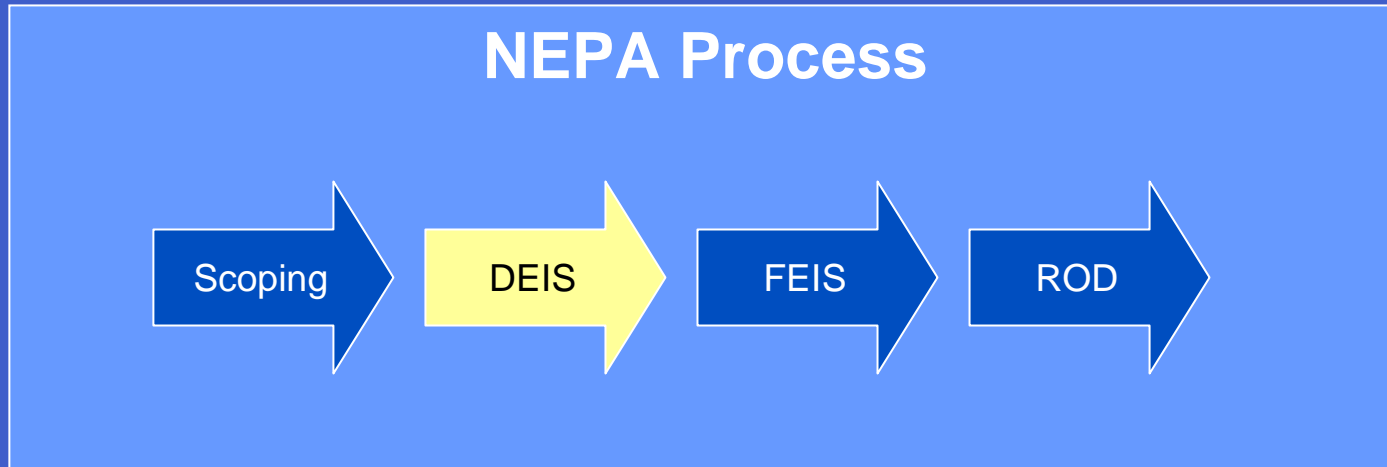
Section 6002

Limits Potential Delay:

- Agencies must settle on critical criteria in timely manner
- Agencies must adhere to prescribed timelines for reviews and comment periods



NEPA Process



Reasons for Change

- Lead Agencies determined that a new Notice of Intent is needed for the following reasons:
 - Desire to adopt Section 6002
 - Need to narrow the range of Alternatives
 - Addition of NYSDOT as a co-lead agency
 - Necessary phasing of bridge, highway, transit improvements

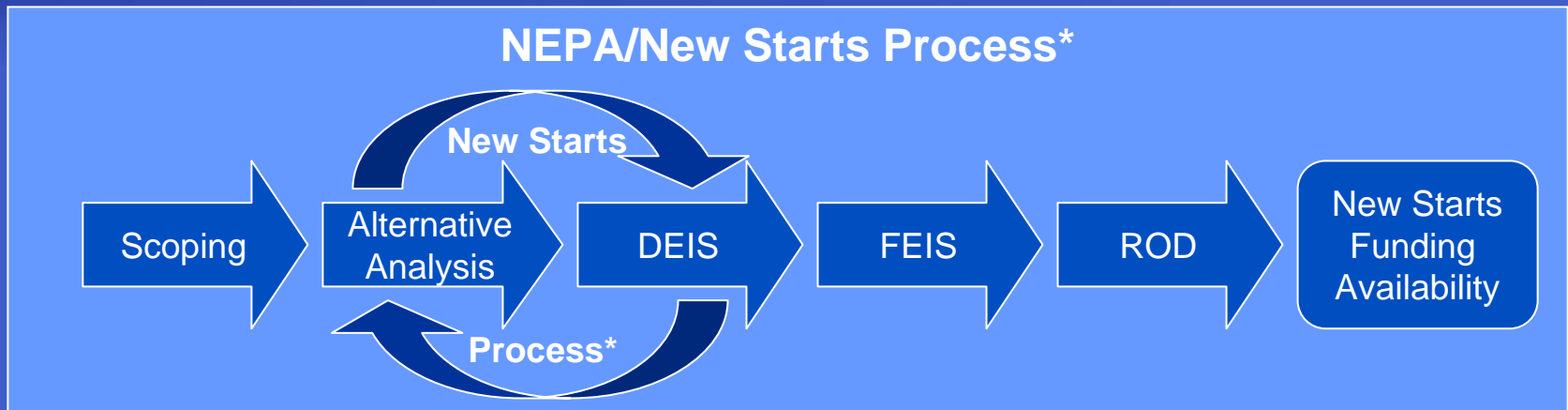
Specific Project Issues

- Operating characteristics, service plans, station types/locations, etc. requires extensive additional detailed design effort
- Advancing transit designs and impact analyses requires extensive community input; must also meet community planning objectives

Specific Project Issues

- Affiliating the transit planning process with highway and bridge design negatively impacts the overall schedule
- Every year of additional effort costs \$ 100s Millions in escalation through inflation
- Scope, complexity and cost all alternatives require a phased implementation
- Federal transit funding applications require an iterative review process that negatively impacts the overall project schedule

NEPA Strategy



- Requires an innovative approach addressing:
 - Project's complex issues (coordination with local planning entities, funding and timing)
 - National average for New Starts Projects is approximately 8 years

Tiering Transit & Highway/Bridge elements accomplishes this strategy

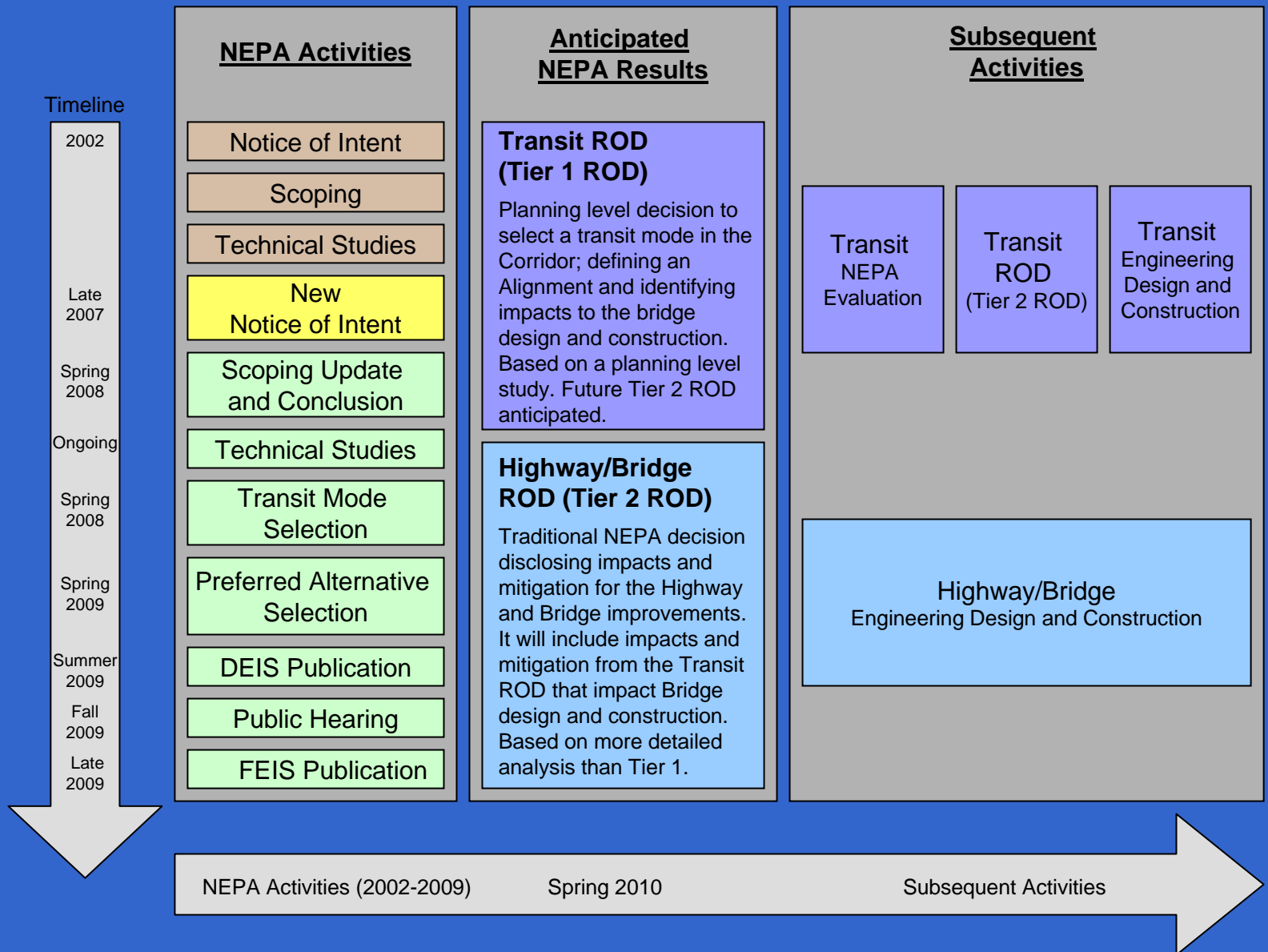
Revised NEPA Approach

DEIS document and FEIS document resulting in:

- Transit Tier I ROD
 - ROD (Tier 1) identifying the preferred transit mode, termini and alignment
 - Planning level scenario
 - Sets groundwork for future Tier 2 ROD for Transit
- Highway/Bridge Tier 2 ROD
 - ROD (Tier 2) will advance Bridge and Highway work
 - Accommodate reasonable improvements identified within the Tier 1 Transit Analysis
 - Address detailed transit needs and impacts in the Highway/Bridge Corridor

Assured Advancement of Comprehensive Multi-Modal Project Preserves potential New Starts funding opportunity

NEPA Tiered Approach



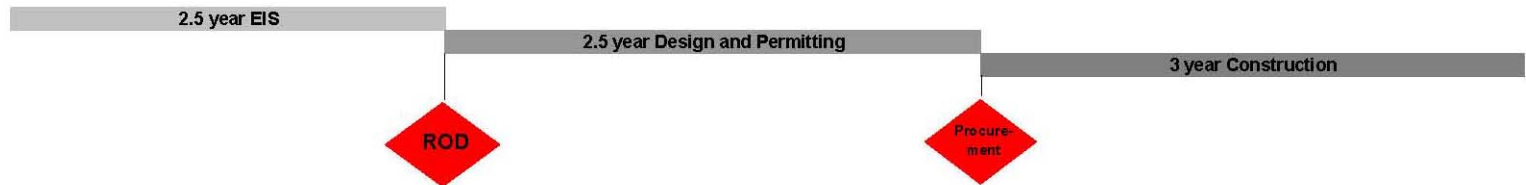
Tiering Timeline

Tiering Timeline from ROD

Tier 2
Highway/Bridge



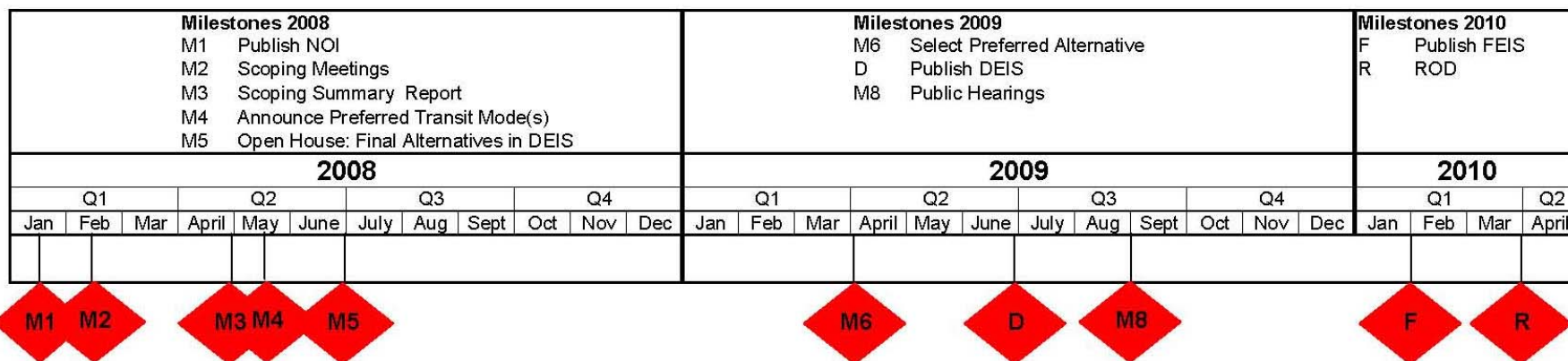
Tier 2
Transit





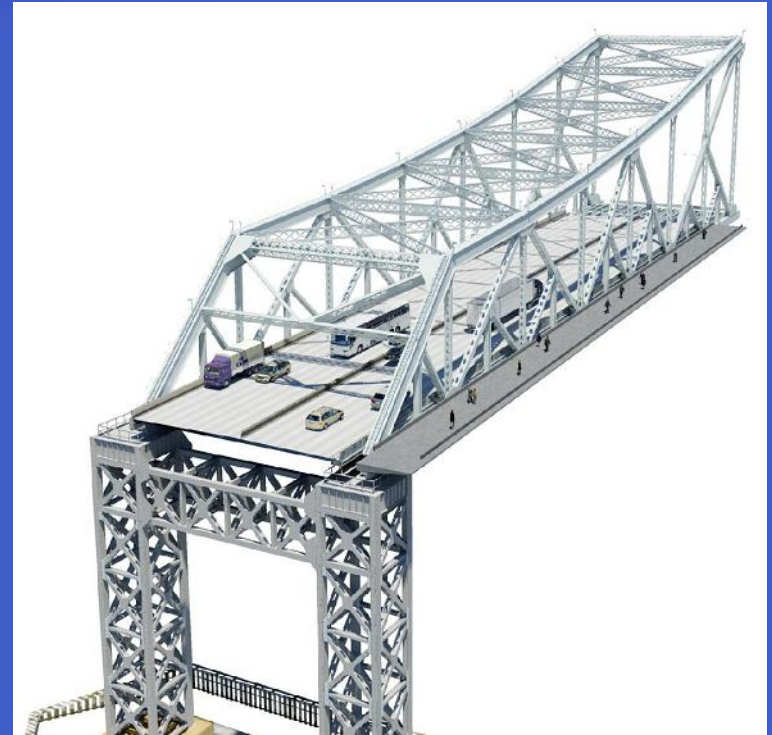
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Project Milestones



Evaluation of Alternatives

- **Transit Mode Selection Criteria**
- **Bridge Rehab / Replace Evaluation Criteria**



Transit Mode Criteria Purpose

- **Compilation of criteria to help select mode or modes**
- **Update analyses from Stage 1**
 - 2035 vs 2025
 - Other projects like ARC
- **Test some new options based on public comments**

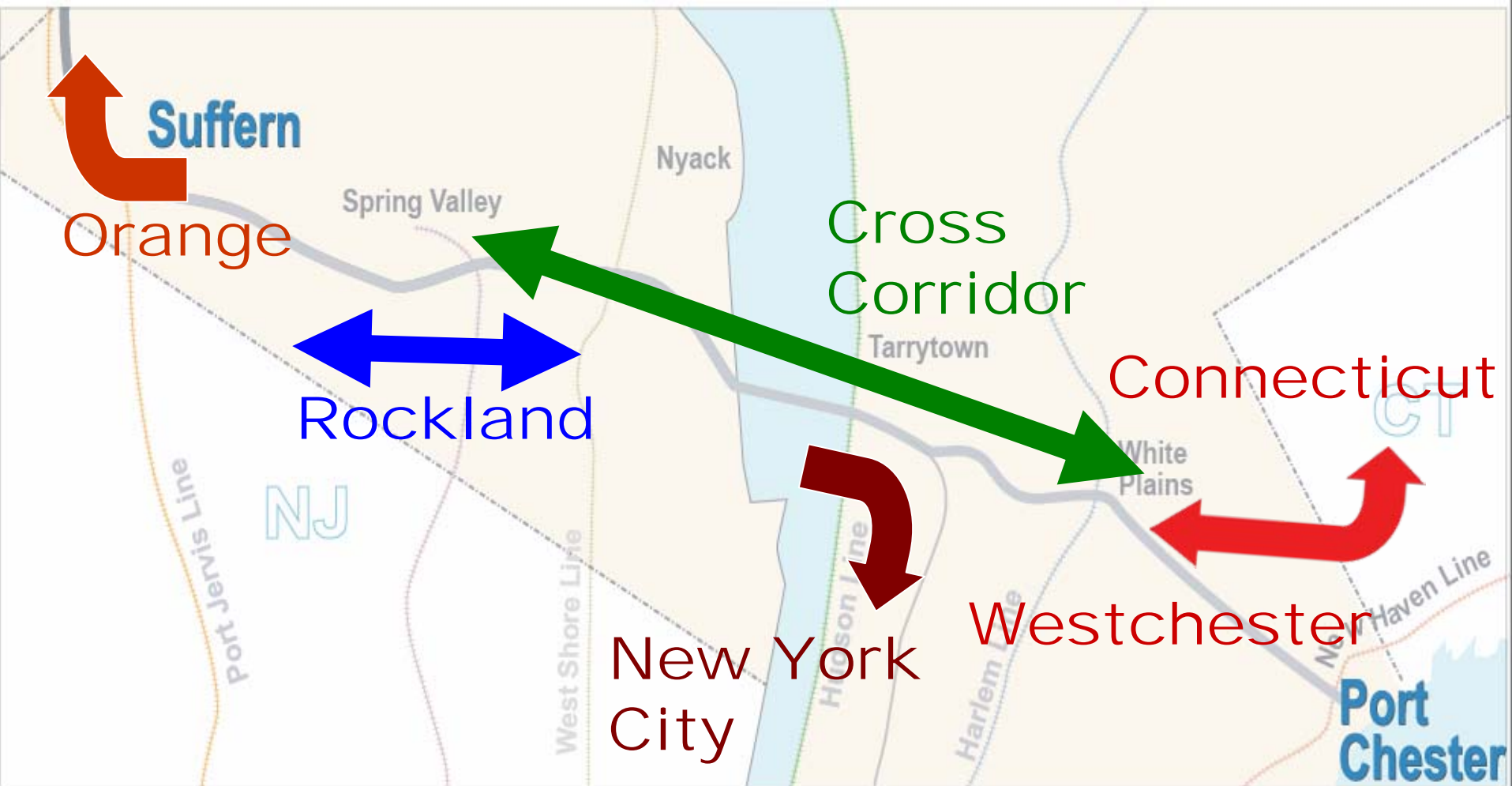


Level 3 Transit Mode Evaluation Criteria

- **Transportation**
 - Transit Ridership
 - Roadway Congestion
 - Capacity
 - Travel Time
- **Environmental**
 - Land Use, Transit Oriented Development
 - Wetlands, Parkland, Historic/Archaeological
- **Cost**
 - Capitol Costs
 - Operating Costs
 - Costs per passengers/passenger mile
 - Benefit savings



Major Markets





Bridge Rehab/Replacement Evaluation Criteria

- Environmental
- Transportation
- Cost Effectiveness
- Engineering
 - Structural Integrity
 - Vulnerability
 - Seismic
 - Redundancy
 - Emergency response
 - Navigation
 - Construction impacts
 - Life span





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Existing Bridge

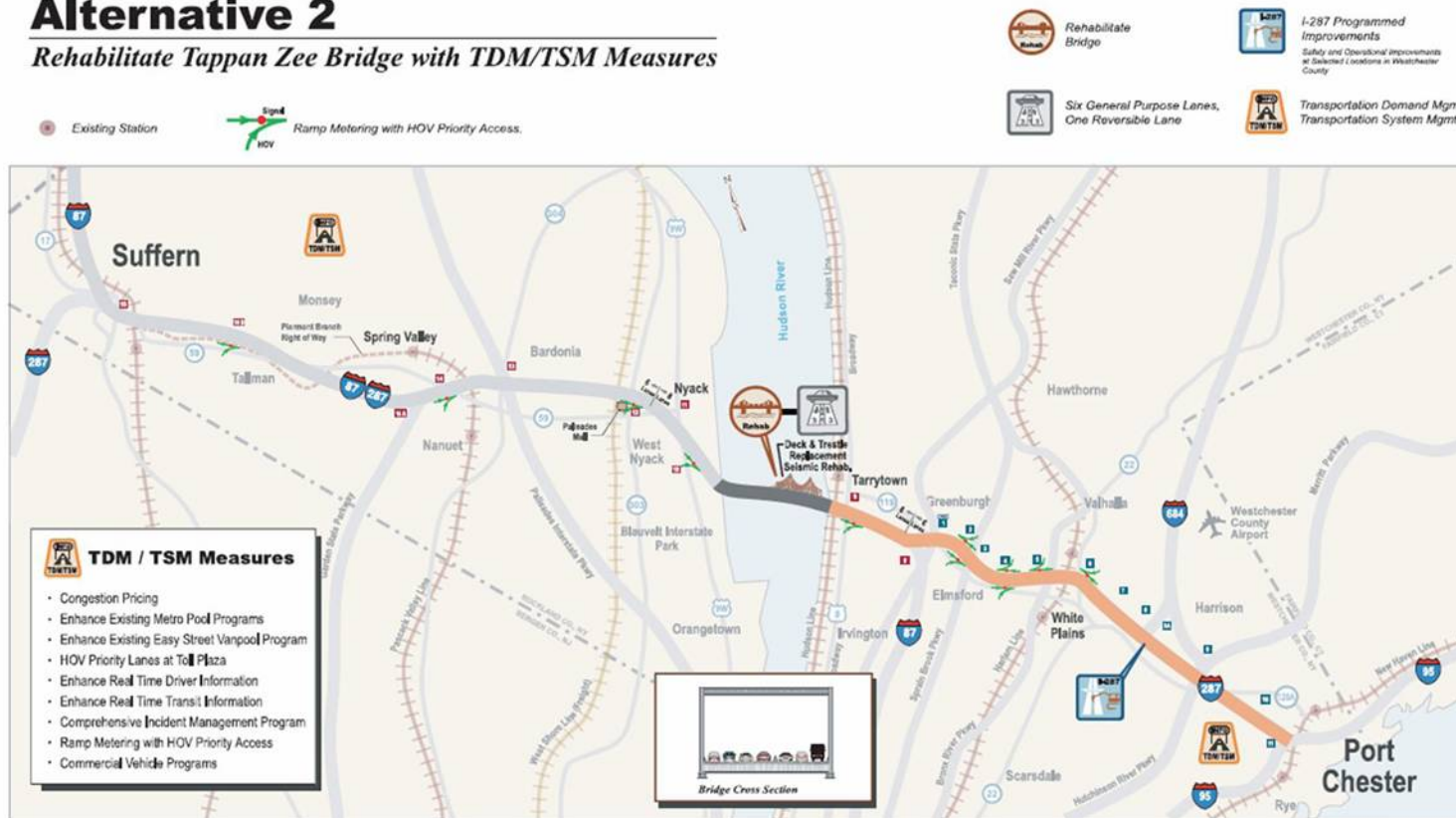




Rehabilitation

Alternative 2

Rehabilitate Tappan Zee Bridge with TDM/TSM Measures



Alternative 2 - Bridge Rehabilitation with TDM/TSM Measures

Figure 8-2



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Rehabilitation Options





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Replacement Options





Finalize Bridge Process

- Develop details of options
- Develop cost estimates
- Evaluate options against criteria
- Solicit input from various sources
- Report in DEIS



Alternatives/Options Under Consideration

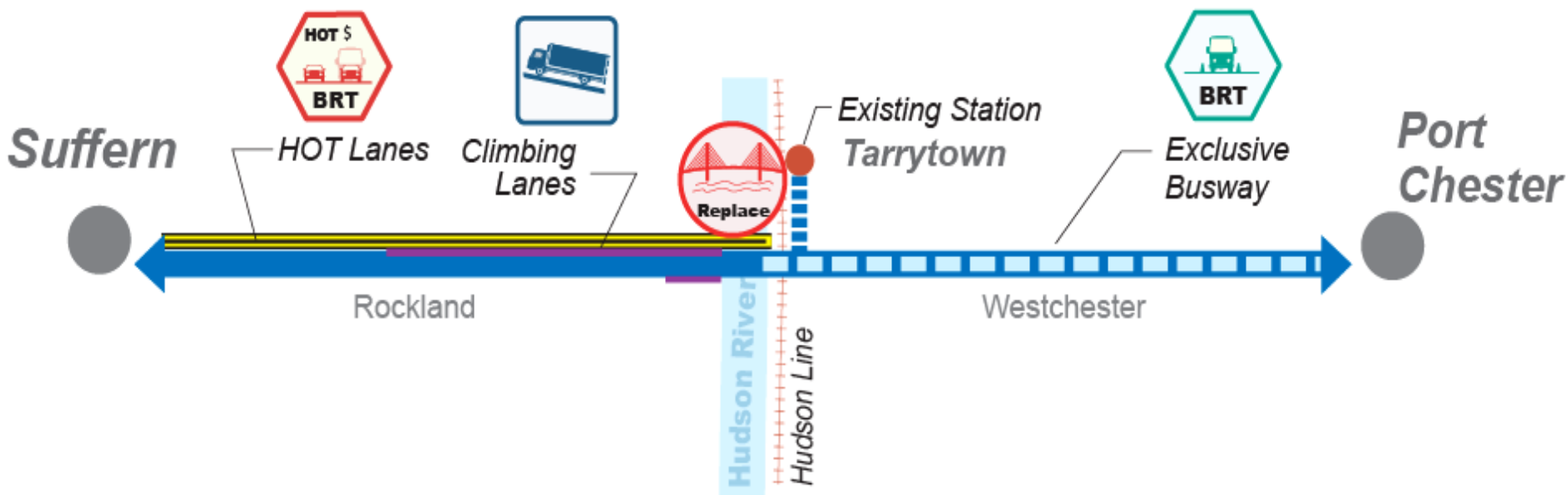


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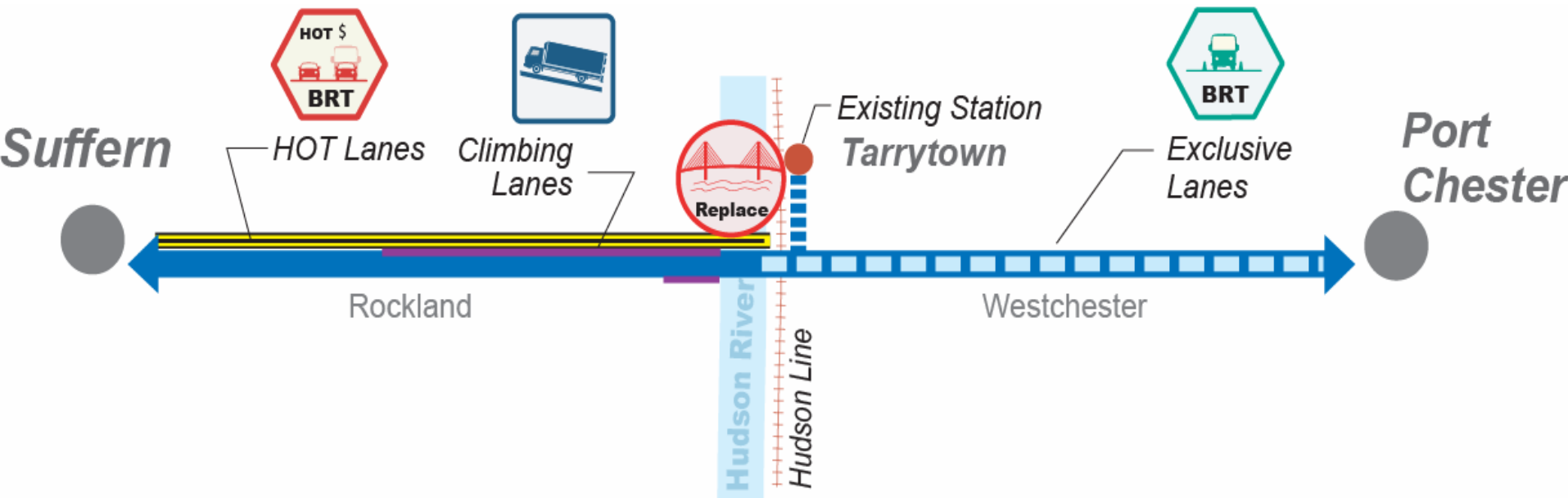


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BRT Alternative 3

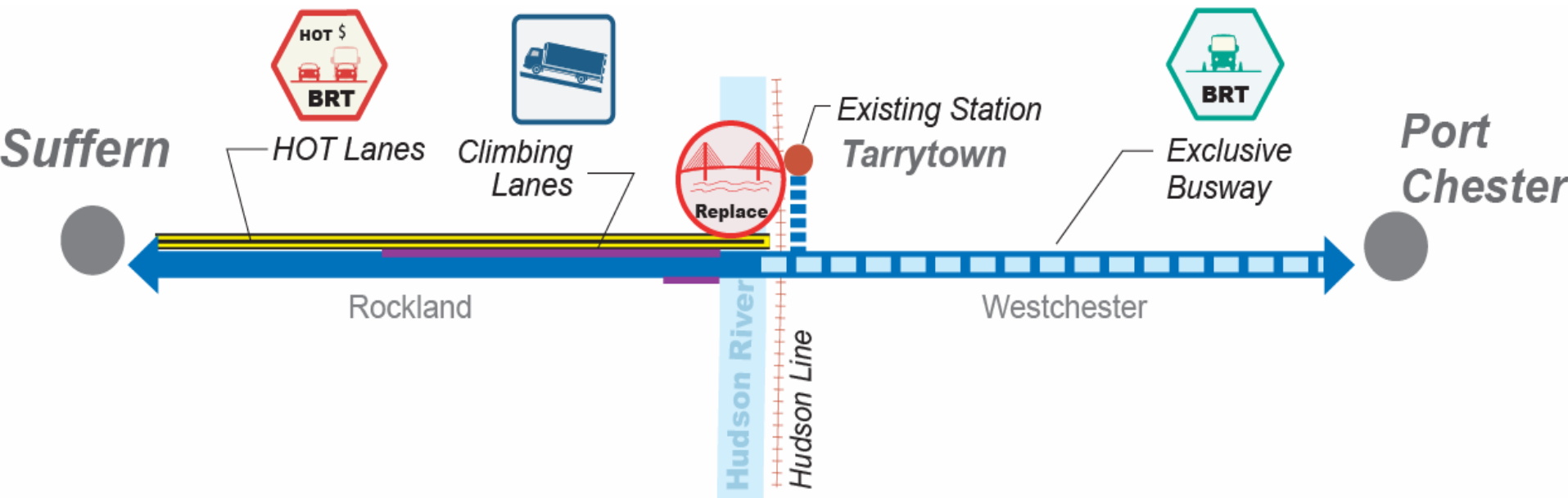


Option 3A Full Corridor BRT



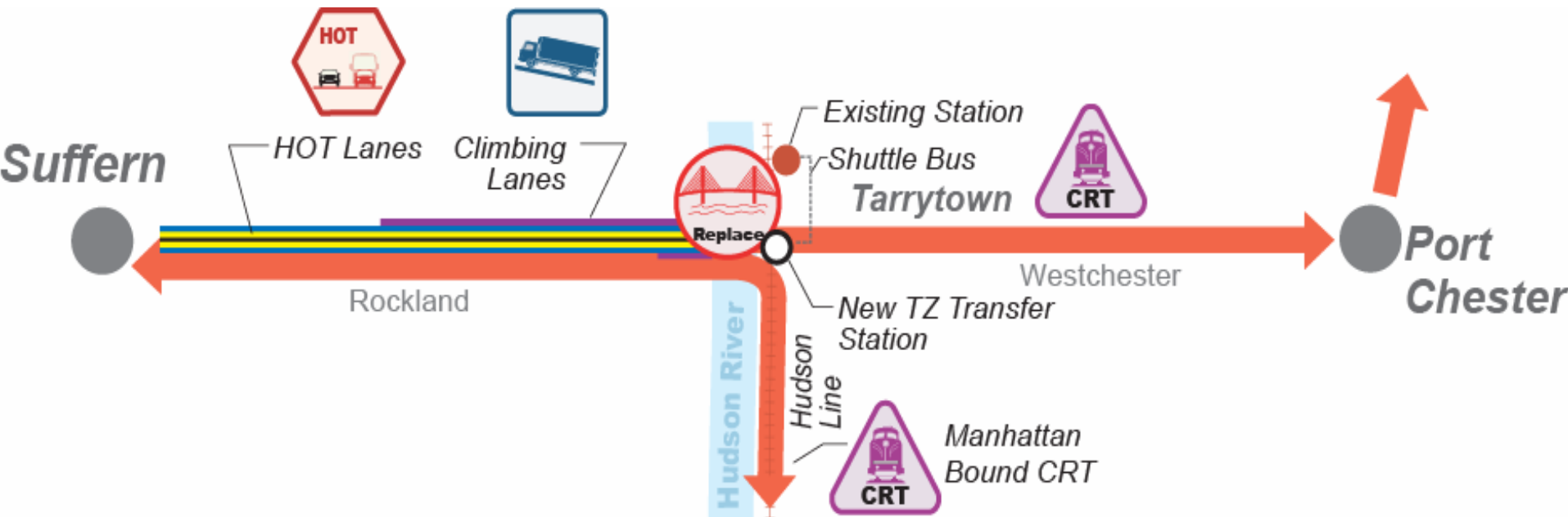
With an enhanced service plan, additional stations, extended bus lanes on Westchester Ave., and busway connection to Port Chester Station

Option 3B Full Corridor BRT

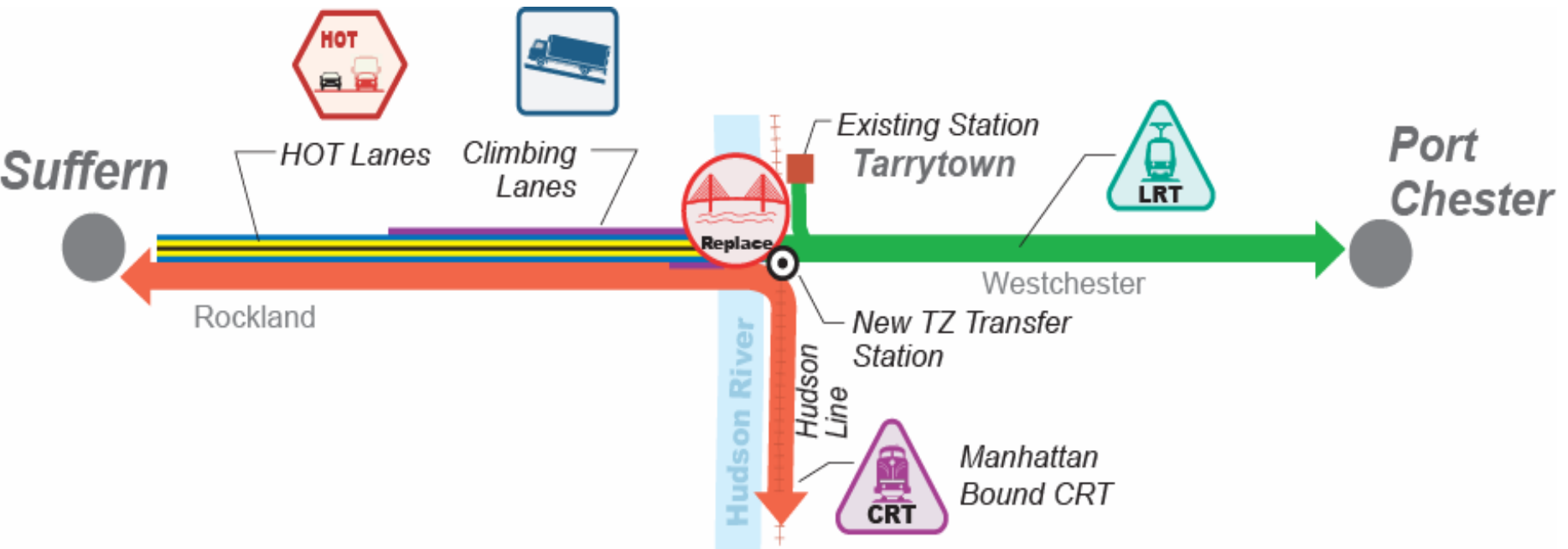


Dedicated busway in Westchester

Alternative 4A Full Corridor CRT

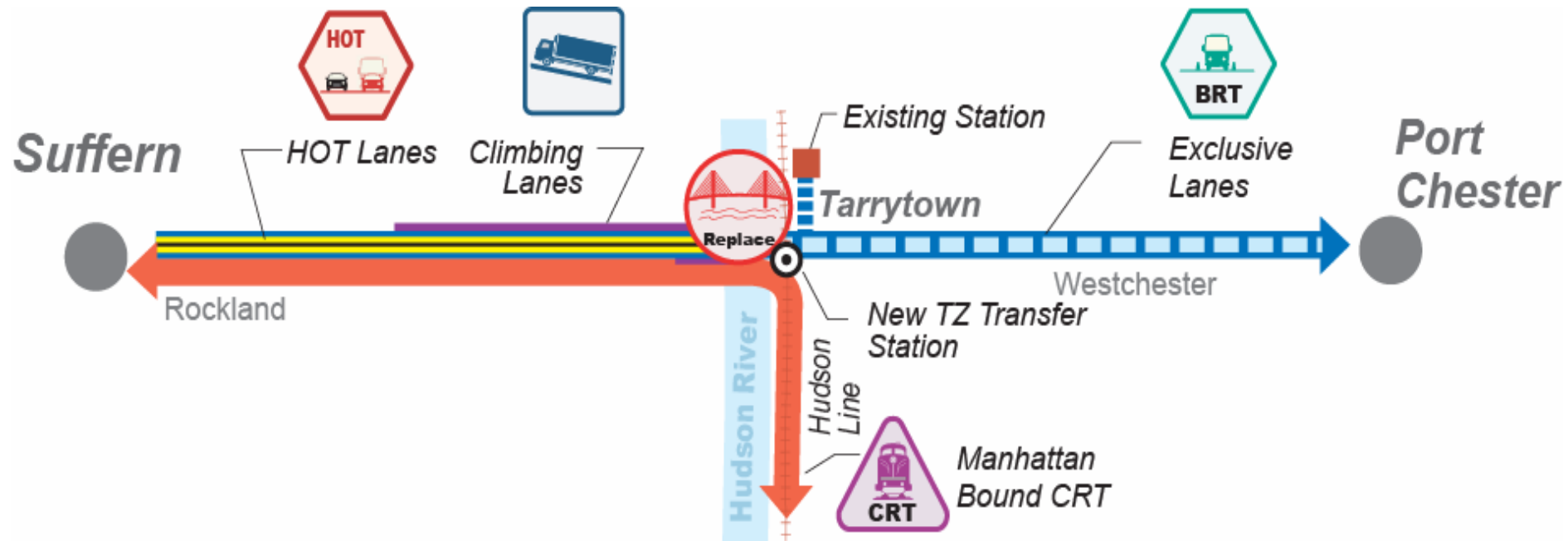


Alternative 4B Manhattan Bound CRT with LRT in Westchester

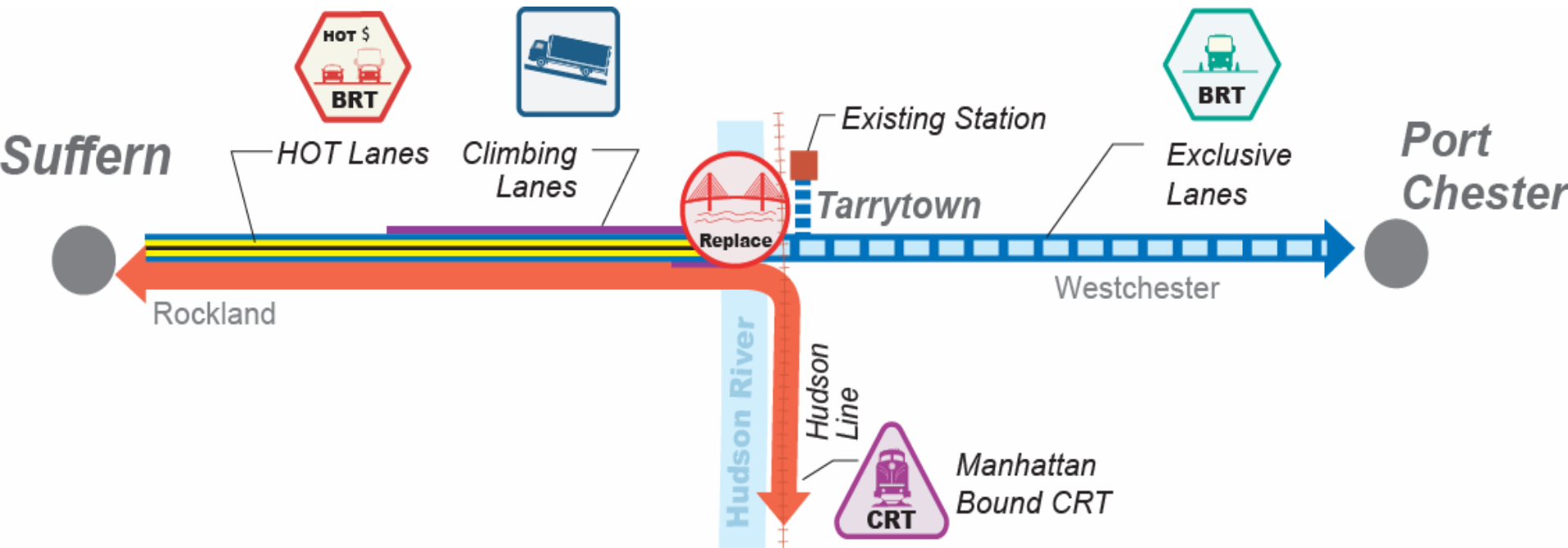


Alternative 4C

Manhattan Bound CRT with BRT in Westchester



Option 4D Manhattan Bound CRT with full corridor BRT





Path Forward...

- Project Initiation letter to FHWA and FTA
- Reissue NOI to redefine agency roles and responsibilities, trigger Section 6002, and introduce Tiering
- Identify and invite Cooperating and Participating Agencies
- Update Project Coordination Plan to reflect SAFETEA-LU 6002



Path Forward Cont...

- Distribute Scoping Update Packet
- Address agency and public comments:
 - Scoping Update Summary Report
 - Level 3 Transit Mode Analysis
 - Bridge Rehab/Replacement Criteria
- Select transit mode(s) for evaluation in DEIS
- Complete DEIS per project schedule



Outcomes

- Guarantees a multimodal solution
- Ensures transit is developed properly with extensive community involvement
- Ensures critical work on bridge starts sooner, mitigating cost escalations
- Ensures earlier completion and implementation of the complete project





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Project Milestones

