Replacing the Tappan Zee Bridge

- Karen Rae, Deputy Secretary for Transportation
- Tom Madison, Executive Director, NYS Thruway
- Joan McDonald, Commissioner, NYSDOT
Why Replace the Tappan Zee Bridge?

- 56 Year Old Bridge Designed to Last 50 Years
- Accident rate is 2x State Average with no shoulders or emergency lanes
- 138,000 Vehicles a Day Causing Congestion and Delays
- Not Cost Effective to Repair and Maintain
- Does Not Allow Bicycle, Pedestrian or Other Transit Use
Tappan Zee Replacement Project: 10 Years of Inertia

- 430 + Public Meetings
- 150 Concepts Explored
- $88 Million Spent on Studies
- No construction ever started
Governor Cuomo’s New Vision

- Build a New Tappan Zee Bridge – NOW
  - Accelerated Review
  - Historic Design-Build Law
  - 100 year useful life
- Infrastructure Promotes Economic Growth & Creates Jobs
- Create a Safe, Environmentally Responsible 100 Year Bridge
- Designed to Support Transit Options
The New Bridge

- Modern Design - Latest Technical Concepts
- Minimize Congestion & Improve Safety
- New Bicycle & Pedestrian Access
- Designed to Support Transit Options
- Stimulates Economic Development Across Northeastern USA
- 45,000 + Jobs
Accelerated Environmental Review

- Presidential Designation - Rapid Response Teams
- Accelerated Schedule - Smart Early Work
- Environmental “Envelope”- Maximum Protection & Flexibility
- Complete Environmental Review Target Date: August 2012
## Old Way vs. Governor Cuomo’s Way

<table>
<thead>
<tr>
<th>Critical Path Actions</th>
<th>Typical Project</th>
<th>New Tappan Zee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Environmental Scoping</td>
<td>3 - 9 Months</td>
<td>Under 6 Weeks</td>
</tr>
<tr>
<td>Execute Cooperating Agency Agreements</td>
<td>3 - 6 Months</td>
<td>Under 2 Weeks</td>
</tr>
<tr>
<td>Issue Draft Environmental Impact Statement</td>
<td>9 – 12 Months</td>
<td>Under 3 Months</td>
</tr>
<tr>
<td>Advance Early Geotechnical Testing</td>
<td>6 – 9 Months</td>
<td>Under 2 Months</td>
</tr>
</tbody>
</table>
Historic design-build legislation passed last session changed the way New York does business.

### Design-Build Competition: Completely New Way to Build

<table>
<thead>
<tr>
<th>Old Way</th>
<th>New Design Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Designs and Bears Risk of Cost Overruns</td>
<td>Private Sector Designs and Bears Risk of Cost Overruns</td>
</tr>
<tr>
<td>State Dictates Design</td>
<td>Private Sector Competes for Most Innovative Design</td>
</tr>
<tr>
<td>Design Takes Years</td>
<td>Design Takes Months</td>
</tr>
<tr>
<td>Cost Driven by State Design</td>
<td>Cost Driven by Competition and Innovation</td>
</tr>
</tbody>
</table>
## Design-Build Accelerated Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for Qualifications</td>
<td>November 2011</td>
</tr>
<tr>
<td>Industry Kick-off Meeting</td>
<td>December 2011</td>
</tr>
<tr>
<td>Teams Submit Qualifications</td>
<td>January 2012</td>
</tr>
<tr>
<td>4 Teams Short-listed</td>
<td>February 2012</td>
</tr>
<tr>
<td>Request For Proposals</td>
<td>February 2012</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>June 2012</td>
</tr>
<tr>
<td>Select Design-Build Team</td>
<td>Summer 2012</td>
</tr>
</tbody>
</table>
It’s Happening Now...

Test Borings: February 21st, 2012
Financial Plan Approach

How Will We Pay For It? Options Include:

- Seeking Federal TIFIA Loan ($2 Billion) & TIGER Grant
- Traditional Bonding Based on Tolls
- Pension Fund or Other Private Investment Possible
- Any Tolls would be Consistent with Other Hudson River Crossings And Include Deep Local Discounts
**Designed to Support Transit**

- New Bridge Plan will Immediately support Express Bus Service between Rockland and Westchester
- Designed to Support Bus Rapid Transit and Commuter Rail
The Bridge Can Carry Bus or Rail Across the Hudson...
But It Would Be Rail To Nowhere – Without New and Separate Transit System

Bus Rapid Transit:
- Cost to Rockland – $3.5B to $3.6B est
- Cost to Westchester – $1B to $1.7B est

Commuter Rail
- Cost to Rockland – $5B est
Opportunity to Create World-Class Recreational Site

- Explore option to price an Over-the-Hudson greenway
- Cost to demolish bridge est. $150M vs. cost to re-imagine as greenway

- Feasibility?
- May require further studies
- Subject to Federal review and approval
REPLACING THE TAPPAN ZEE BRIDGE

"The Tappan Zee Bridge is a vital part of our state and region’s infrastructure. The Tappan Zee Bridge project improves a key component of our state and nation’s infrastructure, and at the same time puts tens of thousands of New Yorkers back to work."  

- Governor Andrew M. Cuomo

The Tappan Zee project represents a multi-billion dollar investment that will create tens of thousands of jobs and restore a critical part of the Northeast’s transportation infrastructure. By expediting the federal review of the Environmental Impact Statement (EIS) and the processing of certain permits, Governor Cuomo has prioritized the Tappan Zee project and its potential to create more jobs than any other infrastructure project in the country.

"New York can now begin the single largest bridge project in its modern history. The eventual contract awardee will be setting a national standard for similar mega-projects that are completed on an accelerated and environmentally sound schedule.

— New York State Thruway Authority Chairman Howard P. Milstein