



TAPPAN ZEE BRIDGE/I-287 ENVIRONMENTAL REVIEW

NEWSLETTER II/DECEMBER 2005

Fellow New Yorkers:

The Tappan Zee Bridge (TZB) and the I-287 corridor are regional lifelines, but they are congested, subject to major delays and pose safety concerns.

These problems are growing. There are no simple fixes. Here are some of the issues that must be considered:

- Highway and public transportation modes
- Environmental and economic conditions
- Quality of life for residents and travelers

The TZB/I-287 Environmental Review is the forum for this comprehensive review.

This is a true partnership, requiring significant coordination among elected officials and agencies at all levels of government. But for this process to truly be successful, the main partner in this effort must be YOU - the public.

Your input has been crucial throughout and will continue to be as the level of detailed analysis increases. In order to improve mobility and accessibility, meet growing travel demand, and improve the safety and security of travelers, your voice is needed.

Please review this newsletter. Check out the project website: www.tzbsite.com. Come to a public meeting. Ask for a presentation to your group or community. Stay involved.

These efforts take time and commitment from everyone. Join with us to ensure a valuable and successful outcome.

Sincerely yours,

Michael R. Fleischer
Executive Director
New York State Thruway Authority

Peter A. Cannito
President
Metro-North Railroad

Thomas J. Madison, Jr.
Acting Commissioner
New York State DOT



Corridor Alternatives Selected for Detailed Review

This newsletter marks an important step in the study: After several years of working with the public to identify a wide range of possible corridor improvements, six alternatives have emerged that warrant more detailed technical and public scrutiny.

As a result, the Alternatives Analysis (AA) phase of this effort is reaching its conclusion. The six alternatives will be thoroughly analyzed in the next phase of this effort – required by federal and state law – known as the Draft Environmental Impact Statement (DEIS) process.

Inside this newsletter, there are two related articles:

- **Highlights of the six alternatives – pages 2-4**
- **Why some concepts have been eliminated – page 5**

Who's Involved?

You - The Public!

New York State agencies:

- New York State Thruway Authority  **Thruway Authority**
- Metropolitan Transportation Authority Metro-North Railroad  **Metro-North Railroad**
- New York State Department of Transportation  **New York State Department of Transportation**

Federal Government Lead Agencies:

- Federal Highway Administration
- Federal Transit Administration

Local Elected Officials

Inter-Metropolitan Planning Organization:

- Transportation officials from Westchester, Rockland, Putnam and Orange counties, plus the Port Authority of NY/NJ, provide technical input

Westchester Rockland Tappan Zee Futures Task Force:

- Appointed by County Executives to assist with public outreach

Stakeholders Committee:

- Over 240 individuals and organizations are invited at project milestones to meet and review status

Highlights of the Six Alternatives Selected for Further Study

Shown here are highlights of the six alternatives that will be further developed and analyzed.

Alternatives 1 and 2 are similar in that they retain the current bridge. They include some improvements to the existing bridge and to the I-287 corridor, but do not achieve project goals of improving corridor mobility and accessibility, or meeting travel demand.

Alternatives 3 and 4A through 4C include a new bridge that would replace the existing bridge. They also introduce cross-corridor transit service between Suffern and Port Chester that would afford public transportation riders a way to travel across the I-287 corridor to connect with rail lines and other destinations.

While Alternatives 3 and 4A through 4C all include cross-corridor transit solutions,

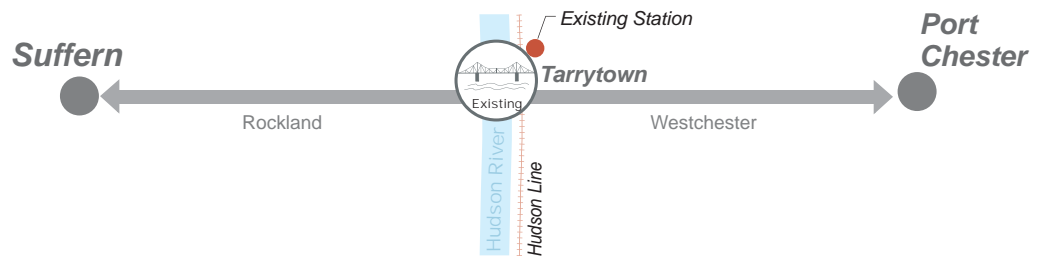
the type of public transportation proposed differs among the four alternatives. The following diagrams show the differences.

In particular, Alternatives 4A through 4C all include commuter rail service between Suffern and the Hudson Line, with a new Tappan Zee station near the existing Tarrytown station. The difference among these three is how the public transportation link is made between Tarrytown and Port Chester.

Alternative 1: No Build

All other alternatives are compared to this baseline alternative, as required by state and federal environmental regulations.

This alternative keeps the existing bridge and works to avoid further deterioration of the bridge and I-287. This includes the redecking effort that is scheduled for 2006. It also includes corridor transportation improvements that have already been authorized in the regional Transportation Improvement Plan (TIP). These include improvements to I-287 in Westchester County.

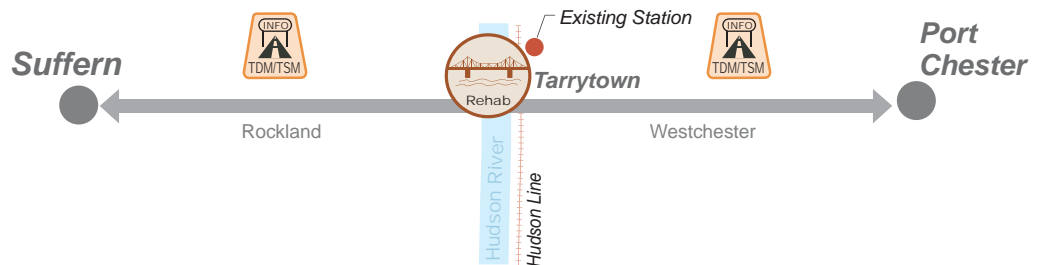


Approximate Cost: \$0.5 – 0.7 billion (2004 dollars)

Alternative 2: Rehabilitate Tappan Zee Bridge with Transportation Demand Management (TDM/TSM) Measures

The existing bridge structure would be rehabilitated to substantially extend its service life and comply with seismic guidelines (established since the bridge was built). Also included are:

- Authorized TIP improvements (as in Alternative 1).
- Proposed capital commuter rail improvements west of the Hudson River (such as increased parking facilities).
- Relatively low-cost measures to change travel patterns or infrastructure, such as new park & ride facilities, changes to toll facilities and pricing, etc. These are known as Travel Demand Management (TDM) and Transportation Systems Management (TSM) measures.



Approximate Cost: \$2.0 – 2.5 billion (2004 dollars)

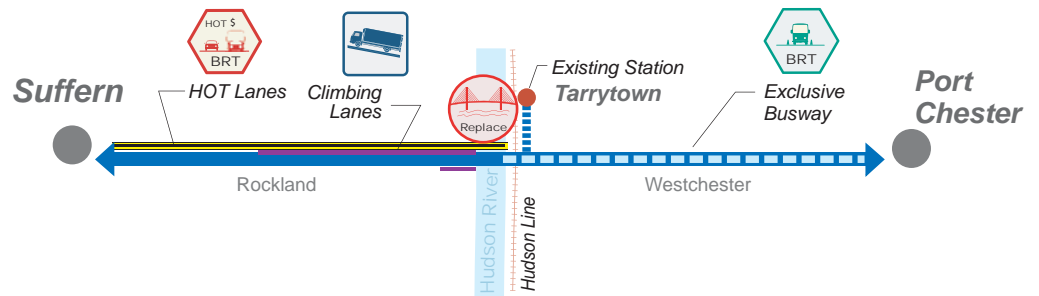
Highlights of the Six Alternatives Selected for Further Study

Alternative 3: Full-Corridor Bus Rapid Transit (BRT), New Bridge and Highway Improvements in Rockland County

This alternative includes a new replacement bridge. The bridge has not been designed, but some of the features that would be included are:

- 4 general purpose, mixed-traffic lanes in each direction.
- Shoulder lanes (for breakdowns) in each direction.
- 1 lane in each direction for high-occupancy vehicles as well as for single-occupancy vehicles wishing to pay a higher toll (called High Occupancy Toll, or HOT, lanes). The BRT system would travel in these lanes.
- Pedestrian/bike path

This alternative includes a Bus Rapid Transit (BRT) system between Suffern and Port Chester. The BRT would have reserved lanes to enable buses to travel at higher speeds and have more reliable travel time. There would also be stations in both counties, some connecting to existing rail lines, some to major employment centers.



This alternative also includes:

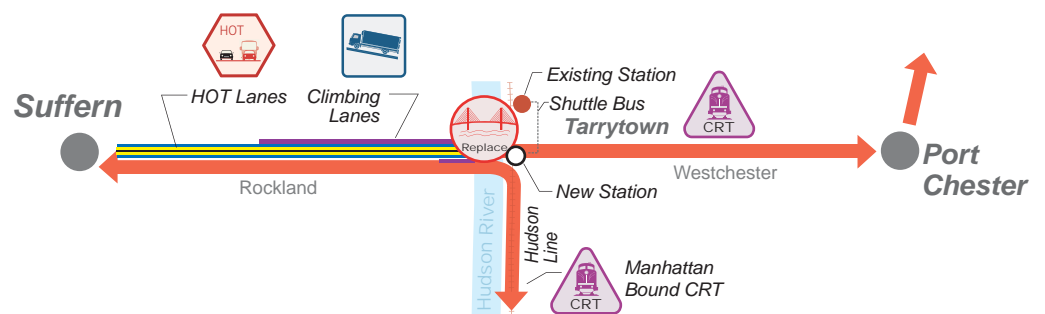
- Changes to I-287 in Rockland County, including 1 HOT lane in each direction between the bridge and Suffern, and extended climbing lanes for slow moving vehicles (westbound from Interchange 11 to 14A; eastbound from Interchange 12 to 11).
- TDM and TSM measures (as in Alternative 2).
- Authorized TIP improvements (as in Alternative 1).

Approximate Cost: \$5.0 – 6.5 billion (2004 dollars)

Alternative 4A: Full-Corridor Commuter Rail Transit (CRT), New Bridge and Highway Improvements in Rockland County

This alternative includes a new replacement bridge (as in Alternative 3). The bridge would also include one commuter rail track in each direction.

The cross-corridor transit solution in this alternative is a new commuter rail transit (CRT) line between Suffern and Port Chester. (At Port Chester, it would connect to the New Haven Line for travel to Stamford.) This service would offer a one-seat ride to New York City (via a direct connection to the Hudson Line) and other locations, including connections to all rail lines in Westchester and major employment centers throughout the corridor. A new Tappan Zee station would be built in this alternative, and connections to the existing Tarrytown station would be provided by shuttle bus.



This alternative also includes:

- Changes to I-287 in Rockland County (as in Alternative 3).
- TDM and TSM measures (as in Alternative 2).
- Authorized TIP improvements (as in Alternative 1).

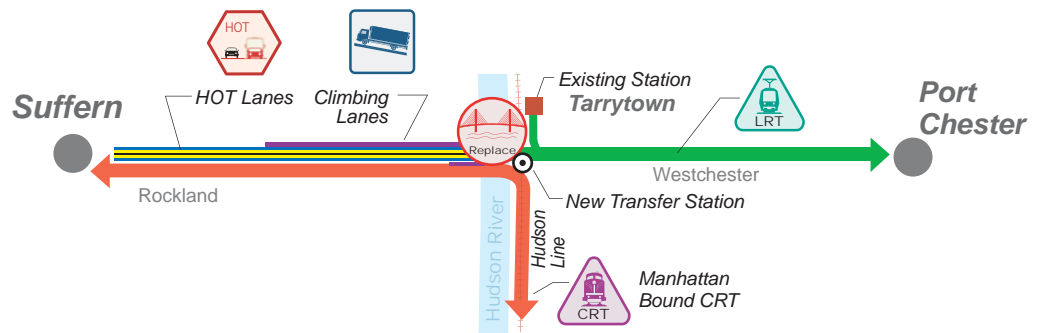
Approximate Cost: \$11.5 – 14.5 billion (2004 dollars)

Highlights of the Six Alternatives Selected for Further Study

Alternative 4B: Commuter Rail Transit (CRT) between Suffern and Tarrytown, and Light Rail Transit (LRT) between Tarrytown and Port Chester, New Bridge and Highway Improvements in Rockland County

This alternative includes a new replacement bridge (as in Alternative 3). The bridge would also include one commuter rail track in each direction.

This alternative also includes a new commuter rail transit (CRT) line between Suffern and a new Tappan Zee station near Tarrytown. There it would offer a one-seat ride for Rockland and Orange commuters to New York City via the Hudson Line. A new light rail transit (LRT) line would extend between the current Tarrytown station and Port Chester, connecting to a new Tappan Zee station and stops along the way. These stops would include connections to all commuter rail lines in Westchester and major employment centers.



This alternative also includes:

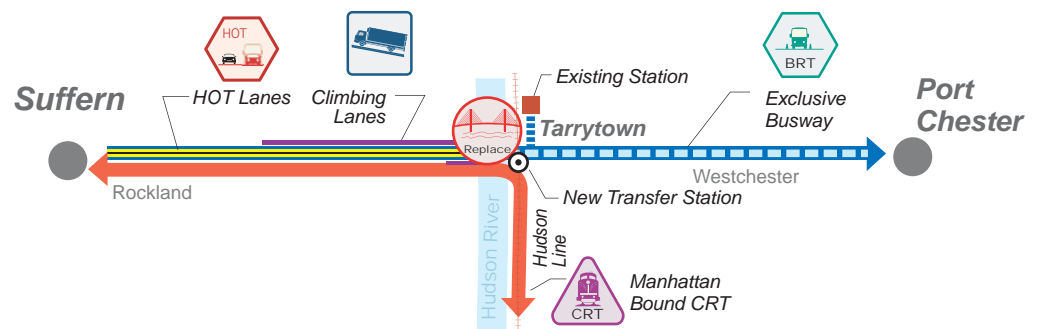
- Changes to I-287 in Rockland County (as in Alternative 3).
- TDM and TSM measures (as in Alternative 2).
- Authorized TIP improvements (as in Alternative 1).

Approximate Cost: \$10.0 – 12.5 billion (2004 dollars)

Alternative 4C: Commuter Rail Transit (CRT) between Suffern and Tarrytown, and Bus Rapid Transit (BRT) between Tarrytown and Port Chester, New Bridge and Highway Improvements in Rockland County

This alternative includes a new replacement bridge (as in Alternative 3). The bridge would also include one commuter rail track in each direction.

Like Alternative 4B, this alternative also includes a new commuter rail transit (CRT) line between Suffern and a new Tappan Zee station near Tarrytown. There it would offer a one-seat ride for Rockland and Orange commuters to New York City via the Hudson Line. However, instead of LRT in Westchester, this alternative includes a new BRT system that would run between the current Tarrytown station and Port Chester, connecting to the new Tappan Zee station and several stops along the way. These stops would include connections to all commuter rail lines in Westchester and major employment centers.



This alternative also includes:

- Changes to I-287 in Rockland County (as in Alternative 3).
- TDM and TSM measures (as in Alternative 2).
- Authorized TIP improvements (as in Alternative 1).

Approximate Cost: \$9.0 – 11.5 billion (2004 dollars)

Why Some Concepts Have Been Eliminated

Next Steps in the Study Process



This study has considered a rich source of ideas for improving the I-287 corridor. Over 150 separate ideas were originally considered. These ideas were assessed, pared, and combined into 15 scenarios. The 15 scenarios were put through a two-tiered screening process, identifying the six alternatives that should be examined in further detail in the Draft Environmental Impact Statement. This screening process was developed and shared with the public and helped steer the study toward concepts that:

- directly address the goals of this study
- are less likely to have severe impacts on the environment, on communities, and on the traveling public
- protect against risks – to the costs and schedule of implementation, and to the security of travelers

Some notable concepts have been dropped from further consideration. These include:

- Building a new highway tunnel to replace the existing bridge – This concept was dropped because it would mean:
 - eliminating access to Interchanges 9 through 12 on I-287 in Rockland County
 - the need to acquire significant property in Rockland County
 - greater river bottom and wetland impacts than a new bridge
 - 2-3 years more construction time than a new bridge
 - 2-3 times more capital costs than a new bridge

- Building a new commuter rail tunnel – This concept would require that two separate rail tubes be built in order to provide appropriate ventilation, maintenance, and emergency access. Compared to putting commuter rail on a new highway/rail bridge, these two tunnels would have far greater impacts on property takings, the environment, construction cost, construction schedule and safety/security for customers and the facility itself.
- Building a light rail transit system between Suffern and Port Chester – Light rail attracts far fewer passengers than a commuter rail line. In addition to operating at slower speeds, this system would not offer a one-seat ride to New York City for Rockland or Orange County commuters. From a cost per passengermile, this is a poor choice compared to those cross-corridor transit concepts found in Alternatives 3 and 4A through 4C.

Your review of the six alternatives is the immediate next step!

A draft Alternatives Analysis report will be published shortly, followed soon afterwards by a final report and official sign-off by federal agencies.

The Draft Environmental Impact Statement (DEIS) process begins soon, during which the following will occur:

- More detailed description of the alternatives will be developed.
- Each alternative will be analyzed across a full range of potential impacts.

Public review will continue throughout the DEIS. A schedule of meetings will be published once the DEIS gets underway. Updates will continue to be posted to the website (www.tzbsite.com), newsletters will be published and press releases will be disseminated to the media.

The DEIS will produce a recommended alternative, known as the Locally Preferred Alternative. As the DEIS process reaches its conclusion, three formal stages will follow:

- Publication and public review of the DEIS.
- Publication and public review of a Final Environmental Impact Statement (FEIS).
- Federal acceptance of the study via a Record of Decision (ROD) and a Findings Statement by New York State.



Over **150**
separate ideas were
originally considered.



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

What's inside?

The latest information on the Tappan Zee Bridge/I-287 Environmental Review.

Want more information?

Want to know when public meetings are occurring?

Visit the Project Website:

www.tzbsite.com

Visit or call the Community Outreach Centers:

Tarrytown
333 S. Broadway
914-524-0273

Nyack
203 Main Street
845-348-7714

Call for directions and hours of operations.