

**CWSRF Project No. C3-7387-01-00
New York State Thruway Authority
Rockland and Westchester Counties**

Water Quality Protection Elements of the New NY Bridge (CWA Section 320 Eligible Components)

Type of Financing: Short-Term Interest Free/Short-Term Market Rate

Estimated Amount to be Financed: \$506,016,936

Short-Term Interest Free: \$253,008,468

Short-Term Market Rate: \$253,008,468

Estimated Long-Term Amount to be Financed: \$506,016,936

<u>Amount</u>	<u>Source & Type</u>
Other Funding Sources: \$1,600,000,000	Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan
\$1,288,000,000	New York State Thruway Authority (NYSTA) Bond Proceeds

Prior CWSRF Recipient: Yes () No (X)

Hardship Determination: Yes () No (X)

Project Description:

This action consists of the financing of costs associated with the planning, design and construction of certain water quality related components associated with the New NY Bridge (NNYB) Project. The project is defined by the document entitled, "*Water Quality Protection Elements of the New NY Bridge Project, Clean Water State Revolving Fund, Technical Memorandum*", dated May 2014 and prepared by AKRF, Inc. This document was approved by the New York State Department of Environmental Conservation on June 12, 2014 and made eligible by the New York State Environmental Facilities Corporation on June 17, 2014.

The water quality related elements of the Project are consistent with the recommendations for implementation of the United States Environmental Protection Agency (USEPA) approved New York – New Jersey Harbor & Estuary Comprehensive Conservation and Management Plan (CCMP) of 1996, including the 2009 Comprehensive Restoration Plan, and the 2011 Action Plan.

Project Summary:

This action consists of the New York Clean Water State Revolving Fund (CWSRF) financing of water quality related components appurtenant to the construction of a new crossing of the Hudson River, as a replacement for the existing Malcolm Wilson Tappan Zee Bridge between Rockland and Westchester Counties, which has been in operation for over 50 years, and will be removed once the new bridge is constructed. The water quality related components include dredging and removal of contaminated sediments; armoring of the Hudson River bottom in the vicinity of the new crossing; disposal of the dredged material; removal of contaminated sediment mounds; underwater noise reduction for aquatic life protection during construction; stormwater conveyance and treatment system at the Rockland and Westchester landings; public access shared use path; secondary channel restoration at Gay's Point in Columbia County; tidal wetland habitat restoration at Piermont Marsh in Rockland County; oyster bed restoration within the Hudson River between Rockland and Westchester Counties; and demolition of the existing Tappan Zee Bridge. This Project is part of a larger overall project known as the Tappan Zee Hudson River Crossing Project and is also known as "The New NY Bridge" Project.

Project Summary (Cont'd):

The water quality related elements of the Project are consistent with the recommendations for implementation of the United States Environmental Protection Agency (USEPA) approved New York – New Jersey Harbor & Estuary Comprehensive Conservation and Management Plan (CCMP) of 1996, including the 2009 Comprehensive Restoration Plan, and the 2011 Action Plan. The goals being addressed include: management of habitat and living resources, management of toxic contamination, management of dredged material, management of floatable debris, rainfall-induced discharges, management of nutrient and organic enrichment, public involvement and education, and public access.

Financing Summary:

Total project costs for the NNYB are estimated at \$3.9 billion. The Authority closed on a \$1.6 billion federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to partially fund the project, 35 year term at 3.89%, with principal payments commencing in 2025. Existing and proposed Authority debt is intended to pay for the balance of the total project costs (non-CWSRF eligible project costs). A \$253,008,468 CWSRF Short Term Interest-Free Financing and a \$253,008,468 CWSRF Short Term Market-Rate Financing are an additional part of the NNYB financing plan. It is anticipated that these CWSRF Financings will convert to a CWSRF Long Term Financing within five years. EFC may seek the flexibility to convert to the Long Term Financing in stages in order to avoid any potential CWSRF cash flow constraints. The mode of Long Term Finance is still to be determined (EFC Issuance or EFC Guarantee). The proposed financings will be Junior Indebtedness Obligations and as such will have the dedicated repayment source of the system-wide NYSTA revenues secured under the provisions of the NYSTA general resolution. The proposed CWSRF Long Term Financing will be the traditional subsidized financing for 30 years from completion. Currently, no principal payments are anticipated on the SRF Short Term Financings, and NYSTA will only incur SRF Short Term interest expense if it chooses to draw on the Market-Rate Financing, and only after the SRF Interest-Free Financing is fully disbursed. Estimated project completion is April 30, 2018.

SEQR Findings:

The Corporation has determined that the making of the proposed financing will finance the construction of a project that may have a significant adverse effect on the environment. However, the Federal Highway Administration, New York State Department of Transportation, and New York State Thruway Authority, acting jointly to fulfill lead agency requirements under the National Environmental Policy Act (NEPA) and State Environmental Quality Review (SEQR), and the Corporation, acting as an involved agency, have considered and weighed the relevant environmental impacts against social, economic and other essential considerations and determined that the adverse environmental impacts set forth in the final Environmental Impact Statement (EIS) will be minimized or avoided to the maximum extent practicable as more fully described in said final EIS and in the NEPA and SEQR Act *Joint Record of Decision (ROD)* and *Findings Statement* of the Federal Highway Administration, New York State Department of Transportation, and New York State Thruway Authority. Additionally, DEC has certified that this project is a Clean Water Act Section 320 Categorical Exclusion from State Environmental Review Process (SERP) and is in compliance with SEQR.

Construction Schedule:

<u>Description</u>	<u>Construction Start</u>	<u>Construction Completion</u>
New NY Bridge Project (Design/Build)	January 18, 2013 (A)	April 30, 2018 (T)