

Appendix B

List of Public Comments on the Scoping Information Packet

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	The Governor, NYS DOT and the FHWA deserve credit for finding a way to accelerate the Tappan Zee Bridge replacement project and making it one of only six transportation projects selected by President Obama to be expedited. Swift replacement of the bridge will help us avert a dreary era of accidents, vehicle weight limits, lane closures and increasing traffic congestion and perhaps worse, as nature and heavy usage cause the bridge's continued deterioration. In addition, the accelerated project will boost employment in the construction trades that have been so alarmingly affected by our economic doldrums. The proposed design of the replacement bridge solves many of the problems associated with today's accident and congestion-prone bridge. It will moderately add capacity with a permanent eighth lane, will be much safer with wide shoulders and emergency access lanes, will be less susceptible to congestion caused by slow-climbing trucks, and will provide ample space for crossings by pedestrians and bicyclists. Moreover, we are advised that the future bridge spans are being designed robustly so as to bear the weight of future transit improvements and maximize this public investment. For these reasons, I welcome the announcement about the joint federal-state plan to accelerate the environmental review process for the purpose of obtaining a Record of Decision from the FHWA by next August and issuing construction bids by the second half of 2012. My comments follow regarding scoping for this streamlined review process.
2	Bedell, David Sleepy Hollow Environmental Advisory Council	25-Oct-11	Oral Testimony	...what we seem to be doing now is planning as we would in the 1950s, looking only -- right now on the table, all that's being built is something to deal with cars. And we know this is a dead end from a regional planning perspective, from an environmental perspective. It would be a painful mistake not to think big and try to create something that would last and be useful and be celebrated by 20 generations.
3	Ceccarelli, Gene	12-Nov-11	E-mail	Giving our children and their children and so on, more congested highways with lengthy commutes will only drive more and more people out of this region; not to mention the environmental impact of increasing green house gas. This is a horrible legacy, and should be an embarrassment to government officials who would allow it.
4	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	E-mail	Please see the attached file for my formal comments on the current Tappan Zee Hudson River Crossing Project. It was my pleasure to have had the opportunity to meet you at the Project Scoping session in West Nyack last month, and please do NOT take any of my comments in the negative sense against you or your staff. I fully realize the challenge that we face, but I still feel the need to provide my constructive thoughts as to future of our region.
5	Heimroth, Heath Office of Senator Dilan	15-Nov-11	E-mail	We applaud the Administration's collaborative efforts to expedite replacement of the Tappan Zee Bridge, a vital crossing to our State and the Metropolitan Region. We also applaud the Administration's efforts to find an innovative way to finance construction of this megaproject. However, a number of questions and concerns remain about how to ensure that the new Tappan Zee crossing is constructed in a way that ensures that it will sustain the region for the next century's worth of growth. Enclosed you will find a discussion of our preliminary concerns after review of the Rescinded Notice of Intent regarding the original Tappan Zee/I-287 Corridor project, the new Notice of Intent that will focus a new Environmental Impact Study ("EIS") solely on the Tappan Zee River Crossing, and on the Scoping Information Packet and accompanying public meetings on the new Tappan Zee plan.
6	Hintersteiner, Robert	25-Oct-11	Oral Testimony	Now, the Port Authority just raised the tolls for not only cars but trucks. For a 6-axle tractor trailer, it went up from 60 to \$78 per trip or \$10 to \$13 per axle on the truck. The Tappan Zee Bridge is \$7 per axle. If there is a \$36 difference, they'll use the Tappan Zee Bridge.
7	Hogan, Michael	27-Oct-11	Oral Testimony	The 30-mile scope of the original study was shortsighted. This is the largest metropolitan area in the United States, and the fact that more comprehensive traffic solutions were and are not being considered is, frankly, absurd. The policy planners and decision makers must consider the economic, quality of life, and environmental issues, not just replacing a bridge.
8	Johnson, Rod	15-Nov-11	E-mail	As a resident in the Village of Piermont, a life long sailor on the Hudson River, and a daily commuter across the Tappan Zee bridge, I consider myself a stakeholder regarding the new Hudson River Tappan Zee Crossing Project. The following comments are offered regarding additional information or issues that should be included in the scope for the Environmental Impact Study.
9	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 1-5 - a "collision" between a vessel and fixed structure is an "allision"
10	Kilerciyan, Susan	25-Oct-11	Oral Testimony	Plus, it (a tunnel) would eliminate, sadly, the many suicides that take place on this bridge every year, or attempted suicides, that use police and first responders' resources, not to mention the human cost.
11	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	We also need to recognize that the expansive population growth we need to tackle is not here, not just in Clarkstown, but west and north. Rockland should not be treated as a pass-through or the last stop as it has in the past. It needs a bridge and a long-term plan and a solution worthy of its people.
12	Leavy, Patricia E. On Behalf of Kevin J. Plunkett Office of the County Executive Westchester County	15-Nov-11	E-mail	Westchester County has reviewed the "Tappan Zee Hudson River Crossing Project Scoping Information Packet," dated October 2011, and has prepared the following comments and recommendations for your consideration in the finalization of scoping for the environmental impact statement (EIS) that is to be prepared. We look forward to reviewing the written response to these comments and to the comments submitted by other Westchester County municipalities and by the County of Rockland.
13	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	Herein the Village of Elmsford respectfully submits the following in response to the invitation for comments on the scope of the Tappan Zee Hudson River Crossing Project contained within the project's Notice of Intent issued October 12, 2011. Based upon the Village's review of available materials, herein on behalf of Mayor Williams and the Village Board of Trustees I present the following comments.
14	Rapoport, Ms.	25-Oct-11	Oral Testimony	[M]y first suggestion would be to improve the NYSTA's radio station that does not work in Suffern... Updating the websites regularly would be helpful. Newspapers and TV and radio would be very helpful to have regular communication with the public.
15	Roach, Thomas M. Mayor, City of White Plains	16-Nov-11	Letter	The City of White Plains is located in the central part of Westchester County and serves as a regional center for business, retail, government, and medical services. The City is fortunate in that it is easily accessible from all parts of Westchester County and the Metropolitan Region via the Harlem Division of the Metro-North Commuter Railroad and the Westchester County Bee-Line Bus System as well as by the regional highways I-287, I-684, Bronx River Parkway and Hutchinson River Parkway. The Tappan Zee Bridge is a key component of this roadway network. The City recognizes that it is a beneficiary of and a stakeholder in I-287 infrastructure improvements and generally supports the Tappan Zee Hudson River Crossing Project.
16	Rothbard, Richard	28-Oct-11	E-mail	I appreciate the opportunity to comment and look forward to your responses to these questions. I would also like to thank you for your commitment to this project and wish you good luck in moving it to successful completion.
17	Rothbard, Richard	28-Oct-11	E-mail	Last night, October 27, my wife and I attended a public scoping meeting at the Palisades Center in West Nyack, NY. We are 30-year residents of Rockland County and have seen many changes over the years, including the tremendous growth in traffic using the Tappan Zee Bridge along with the bridge's steady deterioration. We wholeheartedly support its replacement, knowing full well how disruptive construction will be, and sympathetic to the many legitimate concerns that residents and businesses on both sides of the river have.
18	Tenenbaum, Hal	15-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
19	Teufel, Norbert	14-Nov-11	Letter	I need to raise a very unpleasant subject-suicide. Certain people are attracted to places such as bridges to end their lives in spectacular fashion. There are design features that can reduce this attraction, and they should be considered during design, especially since this bridge will have provisions for pedestrian traffic which will make it easier for would-be suicides to make their attempts. I would also provide design elements that would reduce the chance of pedestrians-and vehicles-being blown off the bridge.

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20	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	Below please find Rockland County's comments on the Tappan Zee Hudson River Crossing Project Scoping Document. The Tappan Zee Hudson River crossing is critical not only for Rockland County, but also for interstate commerce because of its connection to the Mid-Atlantic and New England states. Rockland County acknowledges the need to replace the bridge, and obviously, its safety and reliability is of paramount importance. Rockland County considers it a requirement that any alternative must preserve and enhance the quality of life of Rockland County residents because it will shape the future of Rockland and the region for the next 100 years.
21	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	I would first like to thank Gov. Cuomo and the DOT for finally moving this project forward after many years of meetings and many millions of dollars spent on studies. As we work to identify the best route forward, it's critical we acknowledge the concerns of the communities affected; the mistakes that have been made in the past; and the importance of community involvement in getting this rebuild right. It was over half a century ago when the Tappan Zee first crossed the Hudson and cut the South Nyack in-two, forever blighting and dividing the community. While we cannot change mistakes that were made, we do have a unique and unprecedented opportunity to undo some of this damage and, hopefully, to make this community whole again.
22	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Again, I truly believe that this rebuild represents one of our region's greatest opportunities to maximize our economic potential while ensuring responsible redevelopment and cultural and environmental stewardship. I thank the Governor for moving this project forward, and I look forward to working with the state and our local communities to ensure we get this project right, and appreciate your consideration.
23	Vogel, Kenneth	27-Oct-11	Oral Testimony	The toll right now today to cross the Tappan Zee Bridge is five dollars and the George Washington Bridge is twelve. Because the Tappan Zee Bridge is usually one-third of whatever the George Washington Bridge is. Which makes me wonder how the NYSTA comes up with their toll pricing, cost of maintaining the bridge based on how much toll you're charging, based on your closeness to New York City because the New York Stay Bridge Authority in Highland, New York operates four bridges across the Hudson for a dollar a toll.
24	Von Zwehl, Theodore J.	27-Oct-11	Comment Form	The name of the "Tappan Zee" Bridge is actually the "Governor Malcolm Wilson Memorial" Bridge. Upon looking at the paperwork (briefly), I did not see this fact mentioned. Is it??
25	Von Zwehl, Theodore J.	27-Oct-11	Oral Testimony	...nowhere in the literature do I see that actual name of the Tappan Zee Bridge which is the Governor Malcolm Wilson Memorial Bridge. It should be in there, it's giving credit. Also, the Thruway is the Governor Thomas E. Dewey Thruway, I don't know if there's any reference to the Thruway in here.
26	Waaser, Carol and Ellen Jaffee New York Cycle Club	4-Nov-11	E-mail	Ellen Jaffee and I attended the October 25 presentation in Tarrytown. We are submitting the attached comments on behalf of the New York Cycle Club. Please let me know if you have any problem opening the document or if there is any other information we need to submit.
27	Wolzien, Thomas	27-Oct-11	E-mail	My wife and I have owned and resided at 91 River Road, Grand View-on-Hudson, for more than 16 years. Our house is located across the street from the river, approximately 40' above river level. We are located at roughly the last turn on the bridge before it lands on the west side, about 0.4 mi south of where I87-287 goes over River Road at the north end of Grand View-on-Hudson. I would like to enter the following comments into the scoping process for the Tappan Zee Crossing project. The comments are split between aesthetic, construction-process, public safety/judicial, and traffic areas.
28	Wooley, Jonathan	27-Oct-11	Oral Testimony	The idea of truck pricing on the bridge during the peak hours of traffic, that was a really smart idea and that's certainly something you could look into in the scope of the report.
29	Woolley, Jonathan	15-Nov-11	E-mail	Thank you for giving me the opportunity to submit written comments on the subject of the possible rebuilding of the Tappan Zee Bridge. I have travelled over the Tappan Zee Bridge many times in my life and am quite familiar with its usefulness as a major transportation link between communities to the northwest of New York City and communities to the north and northeast of New York City, as well as to the city itself and to points further afield. I am also familiar with the traffic congestion which occurs on the bridge and, over the last ten or so years, have become aware that the bridge is reaching the end of its designed-for life. I have a few suggestions for the scope of the Environmental Impact Statement (EIS) which is to be drafted shortly.
30	Alpert, Steven	27-Oct-11	Oral Testimony	One of the biggest reasons for the continued massive upkeep costs of the Tappan Zee Bridge is not poor structural design, but rather the unexpected growth in population in this region from the time the bridge was built. Daily traffic on the bridge far exceeds the capacity it was designed for. However, with all the money being spent on bridge maintenance, your money to keep this bridge in top shape, it's my opinion it will be a colossal waste of money to knock down the bridge if a new one is built. There are currently about two and-a-half million people north of New York City that benefit either directly or indirectly from the Tappan Zee Bridge or a future replacement. While it's inevitable that the new bridge should probably be built to serve the needs of the population, I see no reason that the old structure can't continue to be used even if only in a limited fashion as a means to augment the traffic capacity if a new bridge with inadequate future traffic capacity is built. It's obvious that the maintenance costs for the old structure would be a fraction of what it is today if traffic on the old span was reduced to an amount that falls within the original design parameters and no commercial vehicles were allowed to be permitted on the old span once the new bridge is completed.
31	Altieri, Vincent On behalf of Rockland County Executive Scott Vanderhoef	27-Oct-11	Oral Testimony	Finally, we must see a financial plan. A viable financial plan is more vital now than ever and we must ensure that the cost of this project does not rest on the backs of commuters.
32	Anonymous	25-Oct-11	Comment Form	I believe your graph of eastbound vs. westbound traffic flow on Figure 1-3 of the Scoping Packet is reversed, mislabeled as E vs. W?
33	Astorino, Robert Westchester County Executive	25-Oct-11	Oral Testimony	I'm also obviously concerned about how we'll pay for this, as everybody should be. There have been a number of funding sources suggested by the state, and it's incumbent on the involved agencies to look at what is best for the taxpayers. And we cannot be afraid of the public/private partnership.
34	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	We have learned that New York State is considering a variety of sources for the proposed \$5.2 billion project cost including bridge tolls and pension fund contributions from unions associated with highway construction. Moreover, the Governor's announcement confirmed my foregone conclusion from the outset that Tappan Zee Bridge tolls would need to be raised, probably substantially, as part of any financing plan. However, questions remain about the funding. Exactly where will the funds come from and will the Merrill-Lunch financing study completed at least 18 months ago be released? The second issue is that the current proposed \$5.2 billion cost is significantly lower than the projected cost of the bridge alone which was \$6 billion in 2009 dollars. We need an explanation of the reduction in the proposed estimate. Will this amount of money cover the highway improvements needed at the approaches to the bridge and the climbing lanes? Will this amount of money cover the cost of a beautifully-designed iconic bridge worthy of the Empire State and the majestic Hudson it spans? It would also be helpful for us to understand the estimated costs for the now delayed mass transit alternatives and improvements to the rest of the corridor. DOT commissioner Joan McDonald stated in the public hearing for the Scoping Session that a BRT system could cost from \$2-4 billion but offered no explanation of those costs.
35	Bard, Eric	27-Oct-11	Comment Form	I believe the design should show vision, be a destination site leading as an invitation to the Hudson Valley, and anticipate future demands beyond today's requirements.
36	Bongioro, Sal	25-Oct-11	Oral Testimony	As an option (to tolls), consider no tolls on the bridge at all, but rather an increase in taxes to pay for the operating costs.
37	Cornell, Harriet	27-Oct-11	Oral Testimony	I also need more clarity on the \$5.2 billion because over the past years it's been said that the bridge alone would be at least \$6 billion. And we were talking then in terms of, I don't know, 2009 dollars or 2008 dollars. I don't recall what it was. But this is now 2011 and 5.2 billion is substantially less. So I'm wondering what that's going to mean because, for one thing, one of my priorities is to be sure that the bridge for 100 years is a beautiful bridge befitting the majestic Hudson River and befitting the Empire State that we are.

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38	Degenshein, Jan Rockland Business Association	27-Oct-11	Oral Testimony	I know that the funds will only go so far. I would hope that the agencies involved now can partner in creative thinking to find, when funds become available from collateral agencies, not necessarily the transportation departments but from other agencies, ways that we can mitigate the effects of the Hudson crossing on the river communities.
39	DioGuardi, Joseph Truth in Government	25-Oct-11	Oral Testimony	And I think you're concerned about the money. This is not deficit spending. This is an asset. This can be borrowed against. There will be a public/private partnership to deal with this. But let's not think about five billion. Think about ten or fifteen. Now is the time to do it. We need the jobs and interest rates have never been lower. It should be done the right way.
40	Farrell, William	27-Oct-11	Oral Testimony	Secondly, I just wanted to know why can't the federal money that's being used to replace the current project be used to fund the current project so that we could have the mass transit options that the community has requested? Basically, I feel the project has been turned from phase one of three to phase one of one. They pretty much, instead of putting money into the proper project, they have put money -- they have just created a new project.
41	Feroe, Peter	25-Oct-11	Letter	Section 1-6: The first goal of the project refers to the 'long-term vitality' of the crossing. Similar to the comment above, I believe that the long-term vitality of the crossing cannot be achieved in the absence of transit. Merely building a structure that 'does not preclude' transit is not enough, as demonstrated by previous studies of the corridor and by the local, regional, and state policy documents. Therefore, providing for transit alternatives should be considered as an alternative to meet the goal of 'long-term vitality'.
42	Feroe, Peter	25-Oct-11	Letter	Section 1-6: The first objective of the first goal discusses building bridges that satisfy current transport loading standards. As such, the EIS should clearly discuss the loading requirements of different transit services and how those requirements will be met by this project.
43	Feroe, Peter	25-Oct-11	Letter	Section 1-6: The third goal of the project calls for maximizing the public investment in this project. In order to do that, an evaluation of providing for BRT service over the bridge must be included. It is clear that it is more cost-effective to move people via public transit than in personal automobiles. The EIS should review the relative costs of moving people, not vehicles, over the crossing in both private automobiles and via BRT.
44	Feroe, Peter	25-Oct-11	Letter	Section 1-6: The penultimate objective of the third goal calls for pedestrian and cyclist access to the bridge. While I believe that this is normatively a 'good' thing, the EIS should consider the relative costs associated with providing this 'good' versus providing for BRT, another public good. This is especially true if the primary purpose of the crossing is transportation rather than recreation, as very few, if any, pedestrians will use the crossing for transportation purposes and the number of cyclists engaged in transportation, as opposed to recreation, is also likely to be small.
45	Feroe, Peter	25-Oct-11	Letter	Section 1-6: The final objective of the third goal is the only one that directly speaks to transit. I urge that this objective be changed so that the new crossing provides for transit service, rather than simply not precluding it. I request this based on my previous comments above. This is a regional imperative as well as an issue of global consequence. The decision regarding this should be made with the next 100 years in mind, not the previous 50. It should also be made with the realization that transit does not necessarily mean rail, especially for this corridor.
46	Feroe, Peter	25-Oct-11	Letter	Purpose and Need: The NOI and scoping packet state that one of the intentions of the project is to address the substandard mobility features of the bridge. In order to properly evaluate the mobility benefits of two new bridges, each with 34 feet set aside for shoulders, the EIS should evaluate the mobility benefits of transit. Specifically, a comparison of the costs and benefits of providing for BRT service on the new bridges versus simply having extra wide shoulders should be included in the EIS. The previous studies' clearly showed a large mobility benefit to BRT and this benefit should not now be ignored.
47	Feroe, Peter	25-Oct-11	Letter	Purpose and Need: The NOI and scoping packet discuss the need to "provide for the region's long term infrastructure needs". As discussed above, the region's long term infrastructure needs clearly include transit. Transit systems throughout the region are serving record numbers of passengers and demand continues to increase. The regional MPO has identified the need for transit in this corridor, the counties and communities of the region have identified the need for transit, and the state's own policies and planning documents recognize the need. Ignoring the need for intra-regional transit service and building a 'cars-only' bridge does not serve to meet the region's long term infrastructure needs. Therefore, the EIS should consider what the long term infrastructure needs of the region are, according to existing local, regional, and state planning documents and compare alternatives that meet those needs. Specifically, the EIS should evaluate the costs and benefits of providing the necessary infrastructure for a BRT system on the new crossing.
48	Getz, Orrin Stakeholders Advisory Working Group---Traffic and Transit	27-Oct-11	Oral Testimony	Also, the plan for funding that we're hearing in the newspapers is totally unrealistic. Funding through loans and bonding may not be feasible because I don't think that the NYSTA has the revenue stream to support the debt service that would occur. What we're really going to need is an allocation from Congress as part of the upcoming Five-Year Transportation Funding Act. We're not chopped liver here in Rockland County and we should be able to get some of that money. And that's very important. And our Congressional representatives have to make sure that it's done. If Frank Lautenberg can do that for New Jersey, we should be able to get it here in New York.
49	Getz, Orrin Stakeholders Advisory Working Group---Traffic and Transit	27-Oct-11	Oral Testimony	And the other thing is talking about transit funding. Exactly a year ago, Governor Christie canceled the Access to the Region's Core Plan. And the Access to Region's Core was three billion dollars' worth of federal funding. Now, New Jersey transit took up 187 million to get the project started before it got stopped. They're now going to repay the federal government \$95 million. That was approved at their October 4th board meeting. So we still have approximately \$2.8 million worth of federal transportation funding that nobody can tell me what happened to it. And we can't understand why some of that money, the people from the United States Department of Transportation can't give us information about that and why that can't be used for funding of transit alternatives in the Tappan Zee I-287 corridor.
50	Grange, Roger	27-Oct-11	Oral Testimony	How is this bridge going to be paid for? I don't know. I wasn't here for part of the meeting so I don't know whether that was discussed. But if the bridge tolls are doubled and something like what's happened on the George Washington Bridge is happening, people aren't going to be able to afford it. It's going to be a hindrance to business in this region, a serious hindrance to business. We've got to be business friendly.
51	Hamblen, Nathan	15-Nov-11	E-mail	As a NYS taxpayer I can not support the proposed \$5.2 billion dollar Tappan Zee bridge replacement. It's not that I have no reason to cross that part of the Hudson. I traveled over the Tappan Zee just last week for a company retreat at Mohonk. We rented a bus, transported 60 people, and put a good chunk of money into the local economy. My problem is that the billions you want to spend will do nothing to improve the access of millions of people like me to the region. I'd like to go back to Mohonk on my own time and spend a weekend at the resort, but I can't get there. It's too slow and complicated for those of us who spend our money on things other than automobiles and gas.
52	Hamblen, Nathan	15-Nov-11	E-mail	You have declared that it's too expensive to accommodate transit in a Tappan Zee rebuild, to any degree—but, we've got over 5 billion dollars just lying around to pay to accommodate more people in personal cars? I don't think so. We can't afford it either way, but you want to borrow money for some people and not others. Please: stop what you're doing, and give proper consideration to the very real alternative of not building a boondoggle. Control demand to the existing bridge with a toll. Some people will carpool, some people will take buses. Everyone will make accommodations, because that is what people do. This is going to happen no matter what we do with the bridge. It's just a question of whether we are \$5.2 billion poorer because we went all in on 20th century transportation, in 2012.

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53	Heimroth, Heath Office of Senator Dilan	15-Nov-11	E-mail	Contractors. At the briefing, there were at least five different contractors who are being used to assist in preparing the Draft EIS ("DEIS"). What are all these contractors doing, if the DEIS is scheduled to be released in January 2012 and the data has already been collected from the prior (abandoned) EIS process? How much are these consultants going to cost? Are they being funded by a previous appropriation? What services are they providing that New York State DOT and FHWA would be unable to perform internally? This response represents our first written commentary on the scoping process, to be included as scoping comment testimony for agency response and consideration.
54	Jackson, Bob Rockland County Legislator	27-Oct-11	Oral Testimony	We need the bridge now. I know there's questions about transit and stuff, but I'm just looking at how bad the bridge is and what shape it's in.
55	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 1-7. Goals and Objectives notably omits consideration of maritime operations and safety
56	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 2-1 - At a minimum, Rehabilitation and Tunnel Alternatives' rejection need to be justified in the DEIS by summary of and reference to the March 2008 Alternative Analysis Report.
57	Kellermann, Ellen	15-Nov-11	E-mail	This proposed project is to the ADVANTAGE OF RESIDENTS ON THE ROCKLAND/ORANGE/JERSEY side of the river while we, IN TARRYTOWN WILL BEAR THE BRUNT OF WORSENING AIR QUALITY, ADDED TRAFFIC ISSUES, INTRUSION INTO OUR LIVING AREAS, NOISE AND GENERAL POLLUTION.
58	Kilerciyan, Susan	25-Oct-11	Oral Testimony	As taxpayers, we have to realize there's three costs to this project: The cost to build it; The annual cost to maintain and operate it over the next 100 years or more; And the cost to the environment and wildlife that depend on the river. And the tunnel option has by far, by far the lowest cost to maintain and operate and the lowest impact on the environment.
59	Koss, Alan	10-Nov-11	E-mail	There is no doubt a huge appeal to build another automobile bridge now. There is the prospect of federal money, which the local tax payers seem to think that somehow is "free". There is enormous union pressure to create jobs in our recessed economy and there is the hunger on the part of politicians at all levels of government to be seen as "doing something". But all of this cannot hide the fact that simply building a larger version of the current bridge is a huge mistake. I am not aware of any public infrastructure project undertaken in NY state any time in recent, and not so recent, history that wasn't opposed as being too costly, and that subsequently when built, indeed did cost more than forecast. I have no doubt a bridge replacement project will continue that history. The cost argument is a specious one; whatever is built will be costly, and will overrun its initial price tag! But, over time, all will look back and be happy the project was done and marvel, from the distance of some future years, how cost effective its construction was compared to having to do it then!
60	Koss, Alan	10-Nov-11	E-mail	The current economic climate, while painful for many, is an opportune time to undertake a major infrastructure project. Tax free bond financing is readily available at record low interest rates, and potential bond purchasers are awash with cash. Materials prices are at record lows and readily available. Professional services like architects and engineers are all seeking work and bids for these fee services will be at rock bottom. Construction firms are at a standstill, again assuring rock bottom bid pricing. Clearly, now is not the time to short shrift a project which can be the economic driver for the continued development of a very significant area on NY state.
61	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	The Scoping Information Packet we were provided has very little information regarding the long-term solution to growth and congestion. The document does not have a proposed action as would be typical for a Scoping Report. It has only two alternatives, don't build a bridge or build a bridge, which is no choice at all.
62	Leavy, Patricia E. On Behalf of Kevin J. Plunkett Office of the County Executive Westchester County	15-Nov-11	E-mail	The Tappan Zee Bridge/I-287 Corridor Project had begun to outline the scope of the financing challenge. NYS DOT made the following points to the Westchester Rockland Tappan Zee Futures Task Force in a presentation on October 14,2010: <ul style="list-style-type: none"> • It is imperative that a workable Financial Plan be developed to make this plan a reality. • Federal funding is the single most important revenue source. • Multiple funding sources are needed • Explore traditional and innovative ideas. • Investigate "extraordinary" financing solutions. • Get ready for any and all opportunities (federal reauthorization, innovative programs like ARRA). • Keep narrowing the focus. • Full court press developing partnerships (federal, other states, local support). Financing of a new Hudson River crossing is not mentioned in the Scoping Information Packet nor was this subject part of the presentation of project information at the public scoping briefings. Westchester County is justly concerned about how this project will be paid for. It is incumbent on the involved agencies to look at the best fit for the taxpayers with a public-private partnership as a potential option, particularly if it allows greater flexibility in building a better bridge. While toll revenues could be a funding resource, the state must do everything it can to keep tolls as low as possible for already-overburdened taxpayers and commuters. As funding is being investigated, it is critical for the state and federal government to keep the lines of communication open with the local governments and communities that are directly affected by this project. Therefore, this subject should be addressed in the draft EIS.
63	Leavy, Patricia E. On Behalf of Kevin J. Plunkett Office of the County Executive Westchester County	15-Nov-11	E-mail	1. THE NEED FOR A NEW BRIDGE AND AN EXPEDITED REVIEW PROCESS Westchester County Executive Robert Astorino has long advocated for New York State to make replacement of the Tappan Zee Bridge a top priority. We were encouraged when federal and state officials announced in October that the project would move forward with such priority. The state has spent over \$1 billion on repairs and studies over the past decade and it's time to move into the construction phase. None of our comments in this letter is intended to slow down or delay fast movement on the review and approval process for implementing a new Hudson River crossing. As is well documented in the Scoping Information Packet, the Tappan Zee Bridge is not simply a connector between Rockland and Westchester counties. It is a major transportation artery and economic lifeline for the state, region and country. If the bridge were to close for any reason, it would have devastating consequences for commerce and traffic patterns. As the County Executive stated in his comments at the Scoping Session on October 25, 2011 in Tarrytown, the lack of a mass transit component in the proposed plan is of major concern to Westchester County. The bridge serves more than 138,000 vehicles per day, and according to the "Scoping Information Packet," it does not meet current standards for its safety and traffic operations. Our concern is that without a mass transit component, the replacement Tappan Zee Bridge will face the same overwhelming traffic volume the day it opens. As the County Executive noted in his remarks, "back to the future, or more accurately, forward to the past, will not be a winning strategy for the Tappan Zee." A highway only strategy will greatly inhibit the economic growth and vibrancy of the region, state and country. The environmental review process must provide a complete foundation for the public to fully understand the proposal and the impact it will have on future mobility in the region, fiscal implications, the environment and communities in both the short-term and over the projected lifespan of the new bridge.
64	Lecuona, Milagros Councilwoman, City of White Plains	25-Oct-11	Oral Testimony	I have been reading about a private/public partnership, and I do have some concerns on that. I would like to hear more about that, what's happening with the transaction costs.
65	Levine, Bruce	27-Oct-11	Oral Testimony	And I'm going to give you a source of funding, because the MTA got a payroll tax included in their piece of the saving of the MTA that is paid for by everybody in Rockland, Westchester, and this corridor... You should be working right now, and those of you who talk to the federal level and the state level, to the governor, you should be saying to them that four years from now or five years from now, the source of that money gets diverted to this project, to mass transit this project. And you should engineer it now because, I agree, if you make the decisions now and it's part of the project and the federal government and the state government make a commitment to rail transit, it will happen. If you do not make such a commitment, you will solve your immediate problem and you will do nothing for this region.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
66	Lipscomb, John	27-Oct-11	Oral Testimony	In 2008 you guys put out a document and one of the options was to -- and you even show in the document the individual steel members that were going to be replaced. And the statement in the document that you put out says it can be made seismically appropriate and it can be completely replaced. That's jobs. That is not a new bridge. It's done piece by piece. It's of lower impact to the communities.
67	McAleer, J.	27-Oct-11	E-mail	I am happy that finally something is going to be done about a new bridge being built. There is entirely too much traffic on that bridge during rush hour, it is frightening. I think that companies in Westchester and Rockland should stagger their working hours to relieve some of the burden on the bridge. What if a catastrophe should happen with all that weight in the morning and evening, it would be devastating. I will never be on it during those hours. This project should have been started a long time ago. Also, the bridge we have was built to last for fifty years, that is ridiculous, it should have been built to last at least one hundred years or more. Please pass my message on to the people in charge. Thank you for listening.
68	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	4) The Westchester county Planning Department is currently preparing an update to the County's comprehensive plan, entitled Westchester 2025: plan together. The placement of BRT along 1-287 has the potential to follow the proposed policies of "Enhance corridors", "Support transportation alternatives", and "Join regional initiatives" of Westchester 2025: plan together. The EIS should discuss how the Hudson River Crossing Project respond to the County's proposed policies.
69	Mooney, Bill Westchester County Association	25-Oct-11	Oral Testimony	With government budgets stretched thin, privatization of big-ticket infrastructure such as the Tappan Zee Bridge is a highly attractive option, we believe. The private/public model for infrastructure funding is one we have been advocating for since 2007. There are private equity partners here and abroad with plenty of liquidity, and the time is right to foster a partnership with them and others, such as public sector pension funds, to create a long-term solution for the Tappan Zee Bridge, not really one that is a quick fix.
70	Pellecchia, Vincent Tri-State Transportation Campaign	27-Oct-11	f Oral Testimony submit	Cost estimates for transit on the bridge have been widely misreported. According to NYSDOT, the projected cost of cross-corridor bus rapid transit is between \$900 million and \$2.5 billion, and it's likely that a new streamlined design could drive costs down even further. And it's important to note that with bus rapid transit, the more you spend, the more you get. In Connecticut, a new 9.4 mile, \$575 million bus rapid transit system from Hartford to New Britain will be full-fledged bus rapid transit with 11 new modern stations, a new bus way along an abandoned rail right of way, level boarding for those with strollers or in wheelchairs, and fare payment before boarding. Meanwhile, in New York City, certain elements of bus rapid transit - like dedicated bus lanes - have been implemented in three corridors with very little capital cost.
71	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	27-Oct-11	Oral Testimony	There are some other items that should be considered: The construction and design duration; design/build needs some legislation in Albany; the funding mechanisms to have this project move forward quickly may require some legislation in Albany. So we'd ask our legislators to identify and look at those issues.
72	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	25-Oct-11	Oral Testimony	Ways of funding the construction of the new bridge must be resolved quickly. The options, including NYSTA bonding, infrastructure loans, private and public pension loans, and private and public partnerships as well as traditional federal and state funding are all possibilities. The lead agency for the project must resolve this quickly because some options will require state legislation to go forward.
73	Reich, Steven Laborers in Rockland County	27-Oct-11	Oral Testimony	But I come from a position where there's tens of thousands of man-hours of guys that have been on top, underneath, inside, in every little square inch of that bridge. And the time is now. It's got to be replaced. There's just nothing else you can do. And you if you really are out there all the time and you talk to the people that are out there all the time, you really understand that. So that's very important. So the safety aspect is number 1.
74	Samuels, Al Rockland Business Association	27-Oct-11	Oral Testimony	We would have loved, in a perfect world, to have all the accouterments that have been discussed here today, that were discussed in Westchester, that our task force discussed over a period of perhaps six years. We know they're not possible today and we do not want to see anything hold up the construction of a safe crossing.
75	Saunders, Alex	25-Oct-11	Oral Testimony	Three, cost. In these precarious economic times over pricing infrastructure has very long change reaching effects diverting money from personal shopping, housing and necessary public services.
76	Schieber, Roger	25-Oct-11	Oral Testimony	I also think that we need to keep the tolls down as best we can, and I suggest one way of doing that is by selling naming rights to the bridge. I think that would be an excellent source of revenue, as it's something that's on television multiple times of the day, many days of the weeks during every month, during every year. I think there can be a lot of money made from the naming rights.
77	Slattery, Lee	27-Oct-11	Oral Testimony	What you have to look at, the possibility of using the current bridge for another 10 years at a cost of \$1.3 billion in maintenance, which is a \$4 billion savings instead of that fiasco that you want to put across the river.
78	Slattery, Lee	27-Oct-11	Oral Testimony	Restrict the usage on that bridge, start putting restriction times - five a.m. to ten a.m. eastbound, no trucks; four p.m. to eight p.m. westbound, no trucks. If you're a corporation, they'll come after you immediately, you can't stop our trucks from going across. Offer them a \$20,000 a year permit to allow their trucks to go across during the restricted hours. And a trucker says, I have a hundred trucks. Well, do you have all hundred trucks going across at that time? No. I have two. Then you pay the \$40,000. If you have a truck going across during the restricted hours, he's hit with a fine and the fine should be double the cost of the annual permit, \$40,000. You will now start raising money in a forward fashion to build the bridge that you want to build with the mass transit that you can add to move the people across the river.
79	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	The Tappan Zee Bridge Hudson River Crossing Project is a completely new plan - what we will call the "New Project." The plan for the New Project is to replace the Tappan Zee Bridge with two new spans that do not increase capacity and do not preclude addition of transit in the future.
80	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 1-5-4 Mobility Deficiencies: This section states that "the bridge remains highly congested with frequent travel delays and a poor level of service, particularly during the evening commuter period" despite the addition of the addition of a fourth, reversible lane in 1992. The new bridge does not add additional capacity - it will merely be four lanes in each direction so all we are getting for \$5.2 billion is a new bridge that does nothing to meet the current, not to mention the future, traffic demand. This is why all of the alternatives in the Old Project included public transportation. This project will actually create mobility deficiencies because without public transportation, the region will see increased traffic on arterial roadways as detailed in the 2006 Alternatives Analysis. The mobility deficiencies that will be created by consciously ignoring the entirely feasible implementation of BRT should be discussed in this section and studied in the EIS, as well as the mobility improvements that could be gained by implementing the feasible alternative of a new bridge with BRT.
81	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	The scoping document is inadequate and must be modified. It states that funding was not available for the full project so public transportation was eliminated. It's not clear how this decision was made or whether this presumption includes both bus rapid transit and rail. There is no clear funding source for any part of the project so new revenue will have to be generated no matter what. Why is part of the project affordable but other parts are not? Bus rapid transit was the cheapest of the components and it's likely an improved design could further drive costs down. This must be included going forward.
82	Strasser, Alfred	15-Nov-11	E-mail	After having followed for some years and now reviewed your proposed Tappan Zee Hudson River Crossing Project plan, I believe that it is not a feasible one for two reasons, not counting the uncertainty of its financing. An alternate, feasible solution is proposed.
83	Strasser, Alfred	25-Oct-11	Oral Testimony	I don't believe that the safety of the current bridge will hold out for the time it takes to design, build, and put the new one into practice. I think what will happen, the bridge won't collapse, but what will happen is that traffic will be restricted to reduce the load, which means, first of all, that truck traffic will be reduced and rerouted and this will cause incredible traffic jams at the George Washington Bridge and perhaps bridges north of here, not to mention horrendous impact on the economy of the region.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
84	Strong, Jackson	25-Oct-11	Oral Testimony	My question is whether you have considered exploring the possibility of having private companies bid on that right-of-way which would help reduce the amount of subsidies required to build this bridge. And I think this is a very important issue. And it goes beyond just the Tappan Zee corridor. It's also the entire Thruway system. If you allow a private company to bid on that right-of-way, it won't just reduce the subsidies, but it will also allow for new types of technology to be developed because the Tappan Zee Bridge, as it's been noted, carries such a high volume of traffic. If you allow private companies to come in and bid on that right-of-way, they can invest in new types of transport technology. What technology am I talking about? Maglev mainly.
85	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	We must see a real-world financing plan and we must ensure that the cost of this project does not rest on the backs of commuters, nor impose an inequitable "tax" on Rockland residents by reducing our quality of life. <ul style="list-style-type: none"> • The EIS should discuss the Access to the Region's Core (ARC) tunnel project, its federal funding and if those funds can be used for a Tappan Zee Hudson River Crossing transit project. • If the financing plan for this project, or if the new bridge, when built, includes any toll increases or new congestion pricing policies/strategies for commuters during peak hours; Rockland will require that a portion of these funds be dedicated to improve Rockland County transit operations to expand service, provide new routes, and to make Park & Ride facility capital improvements along the 1-287 corridor. • The financing plan needs to address plans for the existing bridge.
86	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	I understand some of the proposals for businesses and a green space are far too expensive for government to fund at this time, but I nevertheless ask that current planning not forfeit any option for this to be realized in the future. Some of this future development can be modular, in a piece-by-piece fashion, as proven successful by projects such as New York City's High Line development. In fact, the mere construction of this bridge will attract possible private funding, so that the concept South Nyack has for mixed-use development may ultimately be realized. I'm optimistic that the business community will in fact realize this opportunity once the bridge becomes a reality.
87	Vogel, Kenneth	27-Oct-11	Oral Testimony	At an MTA hearing one of the suggestions that I made was to have the MTA, which is the longest running government bailout in American history, to be privatized because their ridership is at the highest in their history, the same way that Conrail got privatized by CSX. Therefore, since CSX put public tracks within Rockland County and Orange County, they as a private entity, may provide the solution that you guys are looking for, and besides if you let the MTA and you guys didn't want to pay the payroll quarter tax anyway, so why not? The MTA, since they won't fund bringing their rail transit across the bridge anyway.
88	Woolley, Jonathan	15-Nov-11	E-mail	FINANCING -- A substantial cause of this removal of possible mass transit options for the Tappan Zee Bridge from further study appears to be cost. However, those costs were being calculated as part of a study comprising the entire corridor from Suffern to Port Chester, and therefore assumed the building of mass transit facilities elsewhere on the corridor would be included in the cost. However, as the current study is only concerned with the area in close proximity to the actual bridge, the projected costs of possible mass transit options would be far lower. (This would still hold true even if the study area is lengthened by up to two miles on either side of the bridge). Therefore, by using long-term financing, it is possible to build mass transit option(s) without sending costs sky high. At the public hearing in Rockland County on October 27, 2011, one gentleman suggested charging trucks using the Tappan Zee Bridge during rush hour more than they would pay during the non-rush hour. The additional revenue collected, he suggested, could then be used to pay for a mass transit option. I agree with this suggestion, and would like to suggest it could also be used to guarantee bonds covering the construction of a transit way on the bridge (this would allow for construction of the transit way as a replacement bridge is being built if using his suggestion of pay-as-you-go financing proves insufficient in the short term). One could also consider implementing such a pricing system to other types of vehicles (in addition to the current plans offered). After the construction costs have been paid off, if the charge were to be kept it could be used to pay for maintenance of the transit way. Another possible measure of financing a mass transit option on a replacement bridge would be to collect from the mass transit vehicles (whether buses or trains) using the bridge. Essentially, this would mean a portion of the passenger's fare would be collected for this purpose. The revenue raised this way could be used to pay off the costs of building and maintaining the transit way being used by these vehicles. Thus, it would be similar to the additional charges levied on passengers who take trains to Kennedy or Newark Airports (a portion of the additional charge is used to cover the cost of the Airtrain ride).
89	Woolley, Jonathan	15-Nov-11	E-mail	If buses were to use the transit way, riders could be given a choice between riding buses charging a lower fare which would use the regular traffic lanes and get stuck in traffic versus buses charging a higher fare (perhaps a dollar more) which would use the transit way and avoid being delayed by traffic congestion. Both of these financing suggestions could be used to finance a transit way, whether one started the mass transit service immediately or whether one were to use the Seattle Solution. In addition, it could be used whether one were to build a bus transit way, a rail transit way, or both. It would be preferable if funding for building such a transit way were to come from state and federal sources, but in case insufficient funds are available I have offered this suggestion as an alternative.
90	Wright, Tom	27-Oct-11	Letter	I was a student at TZHS in Piermont 1953 to 1955 watching the bridge become dream which began back in the 1930s, by far thinking people. As the bridge was being constructed, the theme of our yearbook for 1955 became the construction of the bridge; with the seniors being called "Journeyman;" juniors were called "apprentices" and on down the line of lesser classes and titles (which I cannot recall at this time). Over the years I have crossed the bridge many times for work and pleasure. I have watched and witnessed its deterioration over this period (as super large tractor-trailers whizzed by me, creating scary vibrations. Without creating a dissertation; I and many others feel this new bridge is necessary for the following salient reasons: #1) For the economic growth of the lower and middle Hudson! #2) For the safety of all those who have to traverse it! P.S. You may use this for any purpose (constructive).
91	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	Without some type of rapid transit, preferably in my mind bus rapid transit, a new bridge will increase congestion and air pollution at the bottlenecks off the bridge. I would suggest to you that all Westchester-bound commuter buses crossing the bridge should be destined for White Plains Transportation hub, not for Tarrytown like they go today.
92	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	I suggest that any project should be constructed to permit reversible lanes dedicated to BRT to maximize the use of the few lanes that you're going to be building and to facilitate mass transit.
93	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	I also understand your desire to delay construction of a mass transit project or to consider the mass transit elements either because of cost or because it has a tendency to bog down the whole project. But I suggest that that's not acceptable to the community.
94	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	We suggest that the decision with respect to mass transit should be made now. And if you can't build the mass transit component, that you at least lay out the plan for a short time after the completion of the bridge and let us understand how it's going to be financed and laid out so it's all one project, not some pie in the sky proposal in the future.
95	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	In addition, at least a portion of the bridge should be preserved as a linear park. I applaud Supervisor Feiner's suggestion to preserve the structure at a time when our communities are crowded with little money for new open space and recreation areas. We should not waste either the structure or the money to dismantle it. And if you can't save the whole bridge, it might be more feasible to save a portion of it extending out from Westchester County.
96	Aboulafia, Rita	9-Nov-11	Letter	Any attempt to rebuild the T.Z. without provisions for some sort of mass transit is without foresight - a) waste of money b) no visions for the future (poor planning) c) RIDICULOUS! *Shuttle bus line, train line, something!

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
97	Abraham, Dave 'Paco'	15-Nov-11	E-mail	I heard today was the last day to get comments submitted... so I'll keep mine short and sweet. Building a bridge w/o mass transit is a waste of time. It's a band aid on a bullet hole. It's a 1980's solution to a 1950's problem. Whatever lanes you put down WILL be filled, very quickly, with cars, and do nothing to ease congestion on either side of the Hudson. A decade of public input has asked for, and was promised, a bridge with Mass Transit. I don't think anyone believes Governor's Cuomo notion that at some magical future time when there is money, perhaps mass transit will be added. Interest rate have NEVER been lower and the construction industry can literally help build access for others to get to their own industries. This is a missed opportunity worse than Chrystie killing the ARC project, and just as foolish as the infamous bridge to nowhere. Please reconsider.
98	Adams, Don	25-Oct-11	Comment Form	8 lanes is grossly inadequate as a replacement for the current 7 overtaxed lanes. Bus traffic and HOV must be encouraged. Light rail should be considered seriously to connect the Nyack's and the Metro North Hudson Line
99	Adams, Lorette	28-Oct-11	E-mail	After attending some of the 287 Corridor Project meetings and hearing and seeing some of the issues that were presented, I can only say that the NEW Tappan Zee Bridge project appears to fall short of needs. It appears as though it is politically motivated and there is an attempt to "fit" a solution into the financial parameters that have not been established. As a number of speakers noted at the meeting on October 25th, the "new" bridge concept will not meet even the current needs. It will be extinct before it is even completed. It is imperative that the number of lanes be increased to include bus and HOV lanes in each direction – a minimum of 5 in each direction. The inclusion of shoulders is positive however thought should be given to eliminating the pedestrian/bike way – especially if there is any consideration being given to maintaining the current structure as a recreational facility. If there is a choice between this lane and adding additional lanes for autos, buses or for an HOV lane – the money would be better spent on the later. The exclusion of a mass transit option via light rail or other in the current proposal is short-sighted at best. Even IF the plan allows for "future" expansion in this area the reality of it happening is slim. It is understandable that a hard rail system would be prohibitively costly and infringe negatively on communities. However, a light rail system across the bridge from possibly Palisades Center to the Tarrytown station could potentially be accomplished in a far more cost effective manner as a viable alternative. A system that is incorporated into the Thruway and not adjacent to it would be ideal as the negative impact on the communities in the 287 corridor would be ameliorated. Such a system would provide the Rockland commuters with direct access to Metro-North, would positively impact the environment by reducing pollutants and would increase the viability of the new bridge to meet current and future needs.
100	Alpert, Ivanya	27-Oct-11	E-mail	Many of us who live in Rockland would like to take public transportation to/from work, but there are no good, fast options. Please consider adding commuter lanes - bus, rail - and, more importantly a bike/pedestrian walkway. Many of my friends/neighbors in Nyack and Piermont would ride their bikes to Tarrytown and take the train into the city rather than driving if this were an available option. The GWB pedestrian route gets a very high volume of traffic, and I have no doubt that the TZE bridge would be similarly well utilized. This would bring business into Rockland county on weekends (lots of bikers from Westchester would take a scenic ride across the bridge and stop for snacks and shopping) and decrease congestion on the bridge during weekday commuting hours. I do hope you will take this into consideration.
101	Alpert, Steven	27-Oct-11	Oral Testimony	All the Tappan Zee replacement proposals offer absolutely nothing in the way of improving traffic capacity. In fact, in prior meetings I have attended, the lead engineer on the Tappan Zee Project, Mr. Anderson, specifically stated there's no plans to offer any increased capacity above the current status quo. This is despite all the housing developments that have been springing up in bedroom communities to the north and the west.
102	Alpert, Steven	15-Nov-11	E-mail	I find it remarkable that your agency, the New York State DOT has no compunction about spending (or budgeting) a Billion dollars of toll-payer money over the course of a decade on maintenance for the Tappan Zee Bridge, and then intends to knock down this currently safe bridge after a replacement is built. Simply put, this is a waste of our money, and demonstrates a lack of fiscal responsibility by your agency. As proposed, the "new" bridge offers no improvement for drivers. Therefore, this proposed new bridge, with a roughly 6 Billion dollar price tag, is a colossal waste of taxpayer dollars. If the old bridge could not be maintained, then we need a new bridge. If a new bridge offered a train across Westchester to Port Chester, to connect the various train lines, it could be seen as a worthwhile investment in our transportation infrastructure. Instead, as proposed, it is a new bridge, same as the old bridge. STOP WASTING OUR MONEY. How much in salary and benefits have you and your partners and feasibility study workers received on this project? Our money is being wasted. Keep the old bridge, it is in good shape. If you want to build a new bridge to AUGMENT capacity and travel options, that's fine. BUT PLEASE DON'T KNOCK DOWN A BRIDGE YOU HAVE JUST SPENT A BILLION DOLLARS FIXING!
103	Altieri, Vincent On behalf of Rockland County Executive Scott Vanderhoef	27-Oct-11	Oral Testimony	We must ensure that the bridge design does not preclude future commuter rail. To that end, we must strengthen the bridge during its initial build at an estimated cost of 200 to 300 million to withstand future transit loads. This is discussed in the Scoping document as an option that makes good sense.
104	Altieri, Vincent On behalf of Rockland County Executive Scott Vanderhoef	27-Oct-11	Oral Testimony	Transit is vital if we hope to reduce travel times and congestion while improving air quality in the region. The new Scoping document for this project omits any reference to immediate transit on the new bridge as well as any connection to the Tarrytown rail station. This is cause for serious concern. While we recognize the advantages of a project that is focused on the Tappan Zee Bridge itself, the scope of the project must include a dedicated bus -- BRT HOV lane on the crossing and a direct BRT connection from the crossing to the Tarrytown station in order for this project to be acceptable to Rockland County.
105	Andres, Trent	15-Nov-11	E-mail	The analysis presented in Sections 2-3 and 3-4 of the Scoping Information Packet suggest a level of detailed study, engineering and documentation that is at a greater level of detail than necessary to satisfy NEPA requirements and will be unnecessarily restrictive to any design-build procurement. Providing too detailed a design could result in unnecessary permit-related requirements and the need for subsequent permit modifications. In an effort to provide an expedited and cost-effective project, the Lead Agency and Project Sponsors should allow the evaluation in the EIS to accommodate other innovative design elements that minimize environmental impacts and reduce potential mitigation requirements while satisfying permit requirements. For example, establishing water quality TSS levels that need to be achieved rather than proscribing particular methods for achieving them, allows for creative design while protecting water quality. Providing performance-based criteria will help to accelerate the NEPA process while allowing teams the flexibility to investigate final bridge configurations that provide the most efficient means of satisfying the goals of the project outlined in Section 1 and that also minimize environmental impacts. In an effort to provide flexibility in final design, the analysis completed for the Environmental Review Process should allow for future innovation that includes but is not limited to: foundation types, final bridge configuration, span lengths, alignments, visual impacts and safety concerns. As an alternative to prescriptive project elements, examples of the suggested performance based criteria could be commitment to: future Level of Service of the bridge, life span of the structure, a conservative area of permanent and temporary impacts and seismic performance.
106	Anonymous (Doug)	26-Oct-11	E-mail	Having now heard that the Tappan Zee Bridge is going to be built new from the ground up, I have a suggestion for the use of the old bridge. Just recently I was in Florida and they have a wonderful use for an old bridge that use to cross Tampa Bay. They left part of it up on both sides of the bay and called is the Sunshine Skyway Fishing pier, which looks great. You are able to drive out and fish from this. What a great way to use part of the bridge for the public use. Please check in to this and consider doing something like this for the use of the great landmark as it is a great "GREEN" thing to do. Please see the attached link. http://www.floridastateparks.org/skyway/default.cfm
107	Anonymous	27-Oct-11	Comment Form	Page 1-7 (top of page states that pedestrians and cyclists are prohibited on Interstate Highways, yet George Washington Bridge (I-95) allows pedestrians and cyclists. Also alternatives being considered for Tappan Zee Bridge allow pedestrians and cyclists. Please clarify.
108	Anonymous	27-Oct-11	Comment Form	While I'm pleased to see that the walkway/bike path is still in the plan, I'm distressed about the reduction of mass transit's importance, which should be central to any new infrastructure in our country.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
109	Astorino, Robert Westchester County Executive	25-Oct-11	Oral Testimony	I'm troubled by the proposed design's true absence of a mass transit component that will help alleviate congestion... The reality is a new bridge without a mass transit component would already be capacity on the day that it opens... So I urge the federal and state agencies responsible for the project to reconsider the design to accommodate BRT at the outset of the Bridge Replacement and to continue that once we get those buses off the bridge.
110	Atwell, Barbara L.	27-Oct-11	Oral Testimony	My main point is that I think the new bridge has to include mass transit from the beginning, and in this presentation said they would include mass transit down the road, I don't buy that. I don't think it will ever happen if we don't do it right away. From an environmental perspective, we need a mass transit option, we need it implemented as part of the original bridge.
111	Atwell, Barbara	17-Oct-11	E-mail	We were probably all taught as children not to rush through projects just to get them done. Instead, we were taught to do the job right. This is especially true in the case of replacing the Tappan Zee Bridge-- a structure that will impact this region for many decades. We know better, in 2011, than to build a bridge that serves only automobile traffic. It is bad for the community, bad for the environment and extremely short sighted. I cannot believe that what we could do more than 100 years ago when the Brooklyn Bridge was erected, can no longer be done today. Let's do this thing the right way and build something that we can be proud of -- something forward thinking.
112	Atwell, Barbara	27-Oct-11	Comment Form	The Tappan Zee Bridge replacement must include mass transit now, not at some vague point in the future. In 1950, when the current bridge was built, we could argue that we didn't know any better. In 2011 we know better. If the mass transit is not included from the inception, history suggest that it will not happen at all -- the George Washington Bridge is an example. Environmentally, mass transit is critical to how we commute.
113	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	The part of the proposed bridge dedicated to walkers and cyclists is a most welcome response to a long-standing public need. The presentation on October 26 clearly showed the intent on the bridge itself, but said at the same time that the Tarrytown landfill would be the same as today's, which clearly does not accommodate other than vehicles.
114	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	It may be that pedestrian and bike access to the bridge could be considered in conjunction with enabling mass transit in the future (my first topic, above).
115	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	Mass transit was and continues to be a primary drive for upgrading the TZB crossing. Even if funding is not immediately available for implementation, enabling transit should be a core component of the plan. Keeping it integral to the planning should not be a major cost, particularly if it is covered from the start, and would avoid relegating transit irretrievably to being an afterthought for some distant day. The scoping should include transit as an active and deliberate consideration throughout, such that transit requirements - if not actual expenditures - are a factor at every step.
116	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	As illustrations, here are two points related to mass transit not covered at the project presentation on October 24 that I see as important. -- Connections in Tarrytown. Under the prior plan, BRT routes and interchanges were to be established, such that we could take account of them as we look at a range of developments in the Village. We wanted that specificity, both to avoid investments that could be compromised by TZB requirements, and so that we could address confidently opportunities not directly affected by the TZB. Under a new plan with no mass transit, we lose this specificity, which will only make transit more difficult to introduce later. With mass transit a formal part of the plan, albeit not necessarily BRT and not implemented fully for some time, we can avoid taking well-intended but possibly damaging steps in the shorter term. Probably the same applies beyond Tarrytown, along potential transit routes both sides of the river.
117	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	Phased transit implementation. As presented, the project simply defers mass transit considerations, rather than offering any way to introduce it in stages. For instance, it would be possible to allow or encourage expansion of existing bus services on the proposed new spans, ahead of any dedicated facilities that may come later (e.g. along the 42' gap between the spans). That is an option that could be used in any case to some extent, because it does not require funding through the project, but it would be far more effective if facilities in Tarrytown (and maybe elsewhere) were provided early to accommodate these services, such as by providing special access from the bridge to the Metro-North railroad station in Tarrytown. By keeping transit as a core component of the project plan, phased implementation remains a real possibility, and it may prove worthwhile to invest a small part of available funding to facilitate interim phases and move us towards planned (if presently unfunded and unscheduled) longer term transit goals.
118	Avedon, Stan	13-Nov-11	E-mail	The fate of the Gov. Malcolm Wilson Tappan Zee Bridge, which has been deemed eligible for the National Register of Historic Places, must also be considered. Reviewers should study the alternative of keeping the landmark as a park. What would be the cost of maintenance? How does the structure comply with guidelines for parkland? Reviewers should also compare the impact of keeping the Wilson TZ to tearing it down, and the environmental impact of dismantling it.
119	Avedon, Stan	13-Nov-11	E-mail	We are pleased that the new design for the Tappan Zee Bridge includes a 14-foot wide bicycle pedestrian facility along the northern edge of the northern span. We believe such a facility will provide an important link the growing regional network of multi-use trail ways for cyclists and pedestrians.
120	Avedon, Stan	13-Nov-11	E-mail	The project reviewers should study how best to link the TZ pathway with trails on both sides of the bridge: the Raymond Esposito Trail, or Old Erie Path, which connects Nyack and Piermont in Rockland, and the Old Croton Aqueduct State Park, the 26-mile long park from the Croton Dam to New York City that falls within the project area, less than one mile from the bridge. Access ramps should ideally have a grade of up to 3 percent.
121	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	The proposed alternative for the short span replacement bridge rejects the possibility of incorporating now, into the bridge construction, the building of two lanes for Bus Rapid Transit within the 42-foot gap between the two spans. On the basis of cost, FHWA and NYS DOT reject the integrated construction of the BRT lanes between the two spans of a new single-level bridge. It estimates the incremental cost at \$500- \$700 million. This would raise the replacement bridge project cost by between 10 and 13 percent. I suspect that the cost of building the lanes in the gap later would be substantially higher and raise the cost of the BRT project by an order of magnitude. This could also possibly make the BRT unaffordable when it must compete for transit funding. The much sounder approach -- less costly in the long run -- would be to construct these lanes as an integral part of the bridge replacement, allowing for completion of the land-based elements of the BRT system in a subsequent project. Recent experience with the LIRR East Side Access project demonstrates that the building of the East River tunnel for the commuter railroad in the 1970s, even though it went unused for decades, provided an impetus for ultimate construction of that project. If the only location for future BRT (or CRT) is in the gap between the spans, then the decision to omit this work and not build the platform for transit during construction of the bridge significantly sets back the ultimate implementation of a BRT(CRT) system in the I-287 corridor. The mobilization and traffic protection procedures, required in an environment of heavy traffic use, in a later separate construction project to build these lanes in the 42' gap will impose a massive cost burden on the separate transit project.
122	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	I call upon the Governor, NYS DOT and FHWA to find the incremental resources now to include these lanes in a new single-level span alternative and in that way demonstrates, at this stage, that the public's strong interest in corridor travel choices is not being ignored and possibly handicapped.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
123	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	Long Span Truss Bridge Alternative The scoping document's discussion of the dual-level truss bridge raises many questions about the provision of a transit right-of-way in the proposed EIS's definition of alternatives. At one point in the study process, NYSDOT officials told us that security concerns barred BRT from the lower level of such a span. The Department's current position on that point must be clarified. Also to be clarified in the definition of alternatives is the handling of the concurrent building of a public transit right-of-way in the lower deck as part of construction of the replacement bridge. Does it include the possibility of BRT lanes? If so, what would be the incremental cost of building that right-of-way now, as part of the dual-level truss replacement bridge construction? What would be the incremental cost to an eventual BRT project if such lanes are not constructed as part of the replacement bridge construction but are constructed later as a separate project? Could the design of the lower level at this stage be adjusted so that the cost of later construction of such a right-of-way might be lessened? In other words, what can those advancing the accelerated EIS do to assure the public that their alternatives definition (or design) of the dual-level bridge does not make more difficult-- if not impossible - implementation of future public transit plans by making them substantially more costly?
124	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	I am concerned because public transit alternatives are virtually eliminated in this scoping process. I acknowledge that the proposed project reflects the inescapable reality that funding resources for the entire corridor project are very scarce and replacing the bridge is the paramount priority. However, I am concerned that the alternatives described may have gone too far in deferring any construction within the crossing that would lay a foundation for a future public transit within the corridor. All of the work done to date indicates that the I-287/Tappan Zee Bridge corridor will greatly benefit from a corridor-wide transit upgrade. The Study Team's Transit Mode Selection Report issued May 2009 states that "Without major transit investments, already-unacceptable levels of congestion are forecasted to occur in the corridor far into the future." Nothing should be done now to undermine that ultimate realization of transit.
125	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	As everyone involved in this project over the last 10 years is aware, there was an enormous amount of analyses conducted by the project team. This resulted in numerous comprehensive studies, including for example, the Transit Mode Selection Report cited earlier, that were to form the basis for subsequent decisions. Now that the design and construction of mass transit has been separated from the replacement bridge project, when will the planning process for mass transit and the improvements to the rest of the corridor recommence and what will it entail? Will the previous analyses be considered valid? What is the proposed timetable for constructing mass transit? Which agency will shepherd this process?
126	Baron, Robert	15-Nov-11	E-mail	Put mass transit on the bridge! Gradually shift more people from cars to buses and/or trains. Use more money for the train lines serving Rockland.
127	Basher, Tom	25-Oct-11	Comment Form	Unless you expand 87/287 to four lanes to the Palisades Parkway the traffic will still back up going west at the top of the hill in Nyack. This has to be part of the project or a new project after this is finished.
128	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	I can say this on behalf of my community, too, we want to support the bike and pedestrian lanes that seem to have been incorporated.
129	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	And I think one of the things we need to consider is the more you build this bridge to make it easier for people to go across, the more it will attract traffic from elsewhere, like the George Washington Bridge, and only make the conditions worse here in Rockland County.
130	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	Also I would encourage, and I've mentioned this at a prior meeting, the use of solar or wind power to help power the bridge itself, the lighting and everything that's needed. It's so easy to do in a bridge type of structure to have that kind of capacity.
131	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	As pretty much everyone else has said, we need mass transit. From what I understand of the mass transit options, it seems that bus rapid transit, given the topography change, is the only sensible way to do a mass transit option across the bridge, and I would like to see that that get incorporated into the project.
132	Bechner, Robert	27-Oct-11	Oral Testimony	I am here specifically to comment on the proposal to install a shared bicycle path, walkway on the new Tappan Zee Bridge. I believe this is a terrible idea for the following reasons: Number four, the Thruway does not allow horses, bicycles nor pedestrians on any part of its road. Once they open the door to allow pedestrians and bicycles on the Tappan Zee Bridge, it could establish a legal precedent to allow people to demand walkways and pathways for bikes to be built along the Thruway in any other area of the State.
133	Bechner, Robert	27-Oct-11	Oral Testimony	I am here specifically to comment on the proposal to install a shared bicycle path, walkway on the new Tappan Zee Bridge. I believe this is a terrible idea for the following reasons: Number three, the fact that there would be as civilians able to walk on it would encourage, and I'm sure, increase the number of suicides that are already a problem to the State NYSTA.
134	Bechner, Robert	27-Oct-11	Oral Testimony	I am here specifically to comment on the proposal to install a shared bicycle path, walkway on the new Tappan Zee Bridge. I believe this is a terrible idea for the following reasons: Number one, for the sake of security. It will allow people with backpacks and other luggage to walk on the bridge and possibly have possession of devices they could install that could take the bridge down or severely damage it.
135	Bechner, Robert	27-Oct-11	Oral Testimony	I am here specifically to comment on the proposal to install a shared bicycle path, walkway on the new Tappan Zee Bridge. I believe this is a terrible idea for the following reasons: Finally, I think it is impractical in as much as the bridge is three and a half miles long, that a number -- a large number of people could not and would not use this, and that those that do would not be charged a toll for use of the facility.
136	Bechner, Robert	27-Oct-11	Oral Testimony	I am here specifically to comment on the proposal to install a shared bicycle path, walkway on the new Tappan Zee Bridge. I believe this is a terrible idea for the following reasons: Number two, the bicycle path would have to be plowed, swept, lighted and patrolled.
137	Becker, Bruce B. Empire State Passengers Association	15-Nov-11	E-mail	The Empire State Passengers Association (ESPA) strongly opposes the current plans of the FHWA to limit the scope of the upcoming Environmental Impact Statement being prepared in conjunction with the proposed Tappan Zee Hudson River Crossing Project, to only examining the alternatives and impacts of simply replacing the current Tappan Zee bridge with a larger, highway only, bridge over the Hudson River.
138	Becker, Bruce B. Empire State Passengers Association	15-Nov-11	E-mail	Representing rail and public transportation users, ESPA is deeply concerned with the determination to cease further work on the Environmental Impact Statement for the broader -scoped Tappan Zee Bridge/I-287 Corridor project, which would have examined and likely led to a record of decision for both highway and public transportation improvements, including a new, multi-modal bridge crossing of the Hudson, along the full 30-mile travel corridor in Rockland and Westchester counties. Limiting the scope of the project to solely a new, larger, highway -only, bridge ignores the broader transportation needs of the entire lower Hudson region in the decades to come.
139	Becker, Bruce B. Empire State Passengers Association	15-Nov-11	E-mail	At a minimum, any new bridge crossing of the Hudson must include provisions for a dedicated Bus Rapid Transit (BRT) system (to be in operation from day-one of a new bridge opening) connecting Suffern and other points in Rockland County with both Metro-North rail services in Tarrytown and White Plains, while also allowing for inter/intra -country trips between all points. In addition, a new bridge must be designed and constructed so as to allow for the addition of light or heavy rail in the future.
140	Becker, Bruce B. Empire State Passengers Association	15-Nov-11	E-mail	After a decade of studying the many transportation options, now is NOT the time to dismiss BRT, commuter rail and light rail as part of the transportation alternatives on a new Tappan Zee Bridge and for the Rockland to Westchester travel corridor as a whole. We do not support constructing a new highway -only bridge on which none of these public transportation options are included.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
141	Behling, Elaine	13-Nov-11	E-mail	<p>A new Tappan Zee Bridge is just a new Bridge with most of the problems remaining. Yes, it is old and needs to be replaced. However, the plan to just replace and enlarge it to a degree, will not alleviate the heavy traffic and traffic jams during the commuter hours , both morning and evening, spilling onto the Route 287 corridor. The Bridge traffic will flow more smoothly, to a degree, however, the same tie-ups will remain along the 287 corridor. Therefore, I will state my ideas for building a bridge and ideas which will address this main traffic problem.</p> <ol style="list-style-type: none"> 1. The New Bridge should have two decks. One deck for Busses and Trucks and a second Deck for cars and a Rail System, yes that's right, a Rail System. 2. An Elevated Rail System, such as the system used for the "train to the plane", which is in operation, traveling from Queens to JFK Airport. The Support Piers for the rails could be constructed in the median separating the East and West lanes of 287. This system would run from the Tappan Zee Bridge to Port Chester. The commuters going North into Connecticut or going South, could get on a train, (New Haven Line) at the Port Chester Railroad Station. 3. There could be a "fly over" to just one Bus Station from which several Bus Routes would be available to cover the areas of White Plains - North, Central and East and to bring people to the area which they work. This would eliminate the burden of heavy traffic and congestion on the streets of White Plains. 4. This suggestion would not only allow a smooth flow of traffic on the 287 corridor, both East during the morning hours, but also West for the evening hours and also the traffic on the Tappan Zee Bridge – East and West. 5. As per cost. Cost overruns should be at a bare minimum. Each of the Support Piers for the Rail System and each running foot of Rail would also be predetermined. <p>I feel that this is not just a "Band-Aid" for the time being and a stop -gap solution but one that would eliminate commuter problems for a considerable time into the future.</p>
142	Behling, Elaine	15-Nov-11	E-mail	<p>I forgot to include in my letter to you [see e-mail from 11/13/11 above], that if the Rail System were instituted on the Tappan Zee Bridge, a stop could be included in Tarrytown , so that people from Rockland County could get a train (Hudson Line) to Lower Westchester or into New York City. Please add this comment of my letter to the Project Team so that it could be addressed in the Scoping Summary Report.</p>
143	Bernstein, Bonnie	26-Oct-11	E-mail	<p>I'm strongly in favor of a new bridge. BUT, I do believe that a new bridge should include mass transit as part of the new bridge, NOW, not in the future. I'm also, strongly in favor of keeping the current bridge and turning it into a park. A park open to walkers, runners, bikers, scooters, benches and food vendors!!!! The Hudson River is so magnificent and to take advantage of that location for public use would be a gift! Let's not loose this opportunity to do this right.</p>
144	Bloom, Leanne	25-Oct-11	Comment Form	<p>Please include the public transportation option now. If we wait, it will never happen. Faster commute = fewer cars. Rapid Transit is what this region needs.</p>
145	Bongiorno, Salvatore	27-Oct-11	E-mail	<p>Thank you again for providing the presentation on the TZ Bridge Project. I wanted to add these comments to my previously submitted comments of 10/25. These comments are solely related to the train option which has since been tossed out. I never supported a train option and I am delighted that the State thinks so also. I believe a dedicated bus service can serve the same purpose as a train. My comments for NOT including a train option: Is there proof, as in a survey or report, that shows passengers will make use of a train? Are these customers willing to pay for the (expensive) fare? What will the work force demographics look like when the replacement bridge is completed? How many residents will need train transportation? Why should passenger car and commercial driver users have to absorb the cost of a train bridge? Project will take too long to complete with train option. Project will be too costly with train option. Trains will receive little use of weekends and holidays. Connection points may disrupt the "Section 106 Areas" that residents are so concerned with. Operation of an elevated train would be a challenge. (e.g., snow accumulation, wind affects on train, snow, ice and sleet on rails and electric components, etc.) How to move a disabled train from the bridge? Park and rides established on both sides of bridge? And last but certainly NOT the least: terrorist threat. Take out train -> take out entire bridge. Thanks for listening.</p>
146	Bongioro, Sal	25-Oct-11	Oral Testimony	<p>A costly maintenance expense and also a cause for roadway deterioration can be associated with snow removal. This recommendation suggests the use of underground roadway heating elements to melt the snow and ice and avoid the use of road salt.</p>
147	Bongioro, Sal	25-Oct-11	Oral Testimony	<p>Sun glare is a cause for congestion in the eastbound direction during certain hours throughout the year. This slows traffic and adds increased car emissions into the atmosphere. In order to move traffic along safer and faster, install motorized panels which could be used to shield the sun's rays from the driver's line of site. In addition, the panels could be made out of a photovoltaic material so that electricity could be produced to power lights and signs on the bridge.</p>
148	Bongioro, Sal	25-Oct-11	Oral Testimony	<p>Install security fencing throughout the bridge for public safety.</p>
149	Bongioro, Sal	25-Oct-11	Oral Testimony	<p>Provide dedicated lanes so that bus traffic could move along quicker and safer. And I have to note here, discount the rail option.</p>
150	Bongioro, Sal	25-Oct-11	Oral Testimony	<p>First off, you may want to think about high speed toll collection. In order to lessen the congestion at the toll barriers, establish an operation to collect tolls on the lanes leading up to the superstructure. Employ electronic bill collection, E-ZPass, high speed cameras. At the same time, a minimum number of toll collectors should be used.</p>
151	Borgman, Charles	28-Oct-11	E-mail	<p>I was at the scoping session held in Rockland County yesterday. I was confused about one thing Mike Anderson said in his presentation. He said the emergency lanes could not be used for traffic as they were only on the bridge itself, but later, he said the emergency lanes could be, some day, used by a rapid transit bus. Obviously, if the lanes do not continue off the bridge, then how could they eventually be used for the BRT system? Secondly, wouldn't it be easier and less expensive to add dedicated BRT lanes to the new construction now rather than build something completely new later to accommodate a BRT system? The added cost of adding one line in each direction has to be less expensive than some construction later, whether it is a second deck, a new span, or something in between the two new spans. Lastly, how much would a BRT system cost? I, along with most other people, are extremely disappointed that all mass transit options have been taken off the table. Everyone that I have talked to believes that if it is not built now, it will never be built. For the last several years people in Rockland County have started to believe we would finally get some mass transit alternatives to driving. It seems that the cost of adding BRT now would not increase the total cost significantly enough to defeat the funding mechanism.</p>
152	Botzman, Harvey	25-Oct-11	E-mail	<p>Thank you for including bicycling and pedestrian facilities in the potential designs for the two new Tappan Zee Bridge spans.</p>
153	Botzman, Harvey	25-Oct-11	E-mail	<p>In 1993, when I first wrote and published "Erie Canal Bicyclist and Hiker Tour Guide" [Rochester NY: Cyclotour Guide Books, 1993, 1995, 2011] I did not include the valid bicycle route along Hudson River from New York City to Waterford and Fort Edward, New York. Waterford is the eastern terminus of the New York State Canal System's Erie Canal. Fort Edward via Waterford is the southern terminus of the New York State Canal System's Champlain Canal.</p>
154	Botzman, Harvey	25-Oct-11	E-mail	<p>After publishing the first edition of "Erie Canal Bicyclist & Hiker Tour Guide" in 1993, I received approximately 500 emails or written letters from bicyclists planning to tour in the United States (both domestic touring bicyclists & bicyclists from other nations) or along the New York State Canal System for a valid bicycle route leading them from the three New York City airports and Amtrak's Pennsylvania station to the New York State Canal System at Waterford.</p>
155	Botzman, Harvey	25-Oct-11	E-mail	<p>Long distance cross country bicyclists have a choice to either go west from the George Washington Bridge through New Jersey and Pennsylvania to the Pacific Coast or they can go north along the Hudson to the Erie Canal and the proceed west to Buffalo and route along Lake Erie to the Pacific Coast.</p>

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
156	Botzman, Harvey	25-Oct-11	E-mail	If the long distance bicyclist uses the aforementioned New York State Route then they participate in developing the economy of New York State by spending approximately the same amount of money as automobile tourists for food, lodging (unless they camp), and sundries.
157	Botzman, Harvey	25-Oct-11	E-mail	A long distance bicycle tourist spends between approximately \$30.00-85.00+ per day per person depending on the type of lodging and the number of persons traveling together. Obviously extensive use of motels and hotels will bring the average per day cost for a bicycle tour in excess of \$100.00 per bicyclist. Arranged touring, using a bicycle tour company's all inclusive tour ranges from ~\$800.00-2500.00 per week per person with an average tour costing \$1300.00 for a six day five night bicycle tour.
158	Botzman, Harvey	25-Oct-11	E-mail	In response to bicyclists' requests I emailed or posted the route directly to the inquirer. When I prepared the second edition of "Erie Canal Bicyclist & Hiker Tour Guide" in 1994 and published it for the 1995 bicycling season I included the valid bicycle routes along both sides of the Hudson River.
159	Botzman, Harvey	25-Oct-11	E-mail	I support and strongly urge the NYSDOT, the New York State Thruway, and the United States Department of Transportation, FHWA to include bicycle and pedestrian facilities on both spans of the proposed Tappan Zee Bridge. If one span is constructed then that span shall include a bicycle and pedestrian lane sufficient for bicycle and pedestrian traffic in both directions. It is preferable to separate bicyclists traveling east to west from those traveling west to east along the proposed Tappan Zee Bridge spans.
160	Botzman, Harvey	25-Oct-11	E-mail	Environmental Impact of a Tappan Zee Bridge pedestrian walkway/bicycle lane: Using the proposed Tappan Zee Bridge walkway/bicycle lane will allow bicyclists to avoid the scenic but very steep, narrow and switch back laden U. S. Route 6 between Peekskill and the Bear Mountain Bridge on the east side of the Hudson River by crossing to the west side of the River on the new proposed Tappan Zee Bridge. At the Bear Mountain Bridge they can once again cross to the east side of the River to travel along NY 9D/NYS Bicycle Route 9 there by avoiding Storm King Mountain and NY 9W with its severe climb.
161	Botzman, Harvey	25-Oct-11	E-mail	Please be aware that there is a marked difference in the preference for bicycle routes between long distance bicycle tourists (from the aforementioned 500 emails/letters) and recreational bicyclists/bicycle racers. The long distance bicycle tourist prefers to ride on the road as do most bicycle racers (while training or in a race). Whereas recreational bicyclists tend to want to ride on off road trails. Additionally, long distance bicycle tourists usually have a minimum of 40 pounds of equipment on their bicycles (many times they are carrying much more weight in addition to the weight of their bicycle and the bicyclist).
162	Botzman, Harvey	25-Oct-11	E-mail	Provision shall be made for both bicyclists & pedestrians to stop and admire the view from the proposed Tappan Zee Bridge spans. This is not an unreasonable request since that view will greatly contribute to the tourist potential of the River as well as the adjoining counties of Rockland and Westchester. The Golden Gate Bridge across San Francisco Bay and other Bridges including the Rainbow Bridge between Niagara Falls, New York and Niagara Falls, Ontario; the Peace Bridge between Buffalo, New York and Fort Erie, Ontario allow both bicyclists & pedestrians to stop, photograph, and sit on benches to admire the view as the traverse those spans.
163	Botzman, Harvey	25-Oct-11	E-mail	Personally, when I was a kid living in the Bronx, New York, I bicycled across the George Washington Bridge many times and stopped to admire the view both south and north along the Hudson River. Alas, a person can no longer stop and admire the view on that Bridge but can do so on other bridges spanning the Hudson River.
164	Botzman, Harvey	25-Oct-11	E-mail	Including such security measures as 24 hour surveillance cameras in the design of the bridges' pedestrian walkway/bicycle lane will reduce the cost of maintaining a continual security monitoring system.
165	Botzman, Harvey	25-Oct-11	E-mail	Designing the pedestrian walkway/bicycle lane with security features will be far more cost efficient than trying to incorporate such features into the bridge after it is built.
166	Botzman, Harvey	25-Oct-11	E-mail	I also believe that it is imperative to make certain there is a clear view of the Hudson River from the proposed Tappan Zee Bridge spans. This means designing the barriers to prevent individuals from attempting suicide to allow for "port holes" or other design forms through these suicide prevention barriers where a clear view of the River and the shore (e. g., the Hudson Palisades) is possible to take photographs, draw/paint pictures, etc.
167	Brady-Amoon, Joseph K.	27-Oct-11	Oral Testimony	No bikeway. This is supposed to be about what the bridge needs. If we want to move maximum numbers of people in buses, cars, we don't want to lose a lane to a bikeway or walkway; what a waste. If we do, if you proceed with a bikeway, walkway, charge pedestrians and bicyclists the exact same toll as motorists, do not discriminate against us motorists, we have the same civil rights as anybody else.
168	Brady-Amoon, Joseph K.	27-Oct-11	Oral Testimony	The new bridge should not waste any money for mass transit. If they're not going to build it now, they might not build it the future, don't waste our money on something that's not going to happen. If you're going to do it, do it. If not, don't waste the money to provide for it.
169	Brown, Richard	27-Oct-11	Oral Testimony	Now what are we going to do with the old bridge? Do we tear it down or can we figure out some way to get some more use of it? And if so, why can't we convert that part of the bridge to the light rail and commuter bus system from Albany to wherever. After all, they did tell us that this is a major, major corridor from Albany to the City... And this is my own personal view as to how we get another fifteen to twenty years out of the old bridge by converting it or reinforcing it to handle the right rail and the buses through this corridor.
170	Brown, Tracy	25-Oct-11	Oral Testimony	I would very much like to see bus rapid transit included in the current implementation of the project. I think if it doesn't happen it's never going to happen. I think that it's not only needed to reduce air pollution and preserve our quality of life, in terms of reducing congestion, but it's also an environmental justice issue.
171	Burke, Terence	25-Oct-11	E-mail	MASS TRANSIT is a must - Plan for the world as it will be not as it is now
172	Bystryn, Marcia, et al New York League of Conservation Voters, New York State Transportation Equity Alliance, Good Jobs New York, Empire State Future, Natural Resources Defense Council, New York Bicycling Coalition, Environmental Advocates, Federated Conservationists of Westchester County, NYPIRG/ Straphangers Campaign, Tri- State Transportation Campaign, Concerned Citizens for Responsible Development, League of Women Voters of New York State, Environmental Defense Fund, Transportation Alternatives, Bike Walk Alliance of Westchester & Putnam	24-Oct-11	Letter	We urge you to take a step back and include bus rapid transit in the Tappan Zee Bridge replacement and pursue a process that is more open, transparent and responsive to the desires of New Yorkers. We also urge you to ensure that biking and walking is accommodated on the new bridge. Specifically, we ask that you ensure that bus rapid transit and a multi-use path are included in all the alternatives studied in the Environmental Impact Statement, and that all public documents related to the Tappan Zee/I-287 Environmental Review, and nine year public process, are maintained on the agency's website (www.tzbsite.com).

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
173	Bystryn, Marcia, et al. New York League of Conservation Voters, New York State Transportation Equity Alliance, Good Jobs New York, Empire State Future, Natural Resources Defense Council, New York Bicycling Coalition, Environmental Advocates, Federated Conservationists of Westchester County, NYPIRG/ Straphangers Campaign, Tri-State Transportation Campaign, Concerned Citizens for Responsible Development, League of Women Voters of New York State, Environmental Defense Fund, Transportation Alternatives, Bike Walk Alliance of Westchester & Putnam	24-Oct-11	Letter	The need for public transportation in the Tappan Zee Bridge/I-287 corridor is widely supported and documented. "Mass transit offers the only realistic means of addressing the requirements of improving mobility in the corridor," said a NYSDOT Scoping Summary in May 2009. Public transit was widely supported by Hudson Valley residents and expected to speed commutes and be an economic development backbone for the Hudson Valley, accommodating population growth, reducing greenhouse gas emissions and slowing consumption of open space. The bus rapid transit across the corridor was predicted to be especially effective, serving 50,000 riders each weekday. This is why, until your announcement earlier this month, all of the alternatives that were being considered for the bridge replacement included public transportation. The proposal you announced last week completely changed course. Now, transit is not part of the plan, but could be added at some later date.
174	Bystryn, Marcia, et al. New York League of Conservation Voters, New York State Transportation Equity Alliance, Good Jobs New York, Empire State Future, Natural Resources Defense Council, New York Bicycling Coalition, Environmental Advocates, Federated Conservationists of Westchester County, NYPIRG/ Straphangers Campaign, Tri-State Transportation Campaign, Concerned Citizens for Responsible Development, League of Women Voters of New York State, Environmental Defense Fund, Transportation Alternatives, Bike Walk Alliance of Westchester & Putnam	24-Oct-11	Letter	Our groups believe that if we don't build public transportation along the Tappan Zee Bridge/I-287 corridor now, it will never happen. The George Washington Bridge was supposed to accommodate transit in a later phase, but the public transportation was obviously never built. Building a Tappan Zee Bridge without bus rapid transit would be missing a once in a lifetime opportunity to benefit from the environmental and job creation benefits of public transportation. All of our groups support the replacement of the Tappan Zee Bridge and infrastructure investment as a way to create jobs during the economic downturn. But we urge you to pursue a proposal that is more accountable and responsive to the desires of New Yorkers. Bus rapid transit must be part of the Tappan Zee Bridge replacement.
175	Caesar, Edith	27-Oct-11	Comment Form	The current decision, the long or short span - without immediate public transportation s very short sighted. At a minimum there should be BRT. Without some mass transit alternative not to be included at the start will only cause massive jam-ups at the land ends of both spans - 287 and 87. The commission's own studies show population and business increases over the next decade for Rockland and Westchester and if there is no mass transit it will only hurt our future development. The committee needs to find some additional \$'s to do it correctly!! If mass transit is left to the future - as with the Geo. Washington - th mass transit will never happen. It must get done now and last for much, much more than 50 yrs. - 100 at least.
176	Cavaluzzi, Nicholas	25-Oct-11	Comment Form	Very much in favor of proceeding with Aug 2012 for New Bridge assuming that Bridge is designed with the capacity of light rail in future -- proceed now w/out rail so not to miss window of opportunity and build rail/mass transit at later date.
177	Ceccarelli, Gene	12-Nov-11	E-mail	I am not sure if the current TZB would be suitable for this, but perhaps bike lanes and train lines could be dedicated to this bridge, while the new one is exclusively used for motor vehicle travel. Supplemental ferry service would also be a useful addition to reduce bridge traffic.
178	Ceccarelli, Gene	12-Nov-11	E-mail	It will be a disgrace if we leave future generations a tangled mess of traffic issues to deal with. It would be short-sighted not to consider alternative means of transportation other than cars. I don't even believe that buses will cut it, because they, too, are subject to accidents and severe weather. Light rail and train connections are forward thinking enhancements for this region. Also, pedestrian travel and dedicated bicycle lanes are a must.
179	Chase, Bill	27-Oct-11	Oral Testimony	I'd like to say that the project should include a parking area on both sides of the bridge for people who want to park a vehicle and get out and bike across or walk across, and they may be major parks or parking lots. But to just drop them down, nothing exists that has some sort of an attraction could be made into historic sites or some other visual opportunities from that place or somewhat near so that they can easily get on and off the bridge, get back in their vehicles, and then even drop off from a bus stop somewhere along the line, so they know that can arrive there with ease.
180	Chin, Ken	5-Nov-11	E-mail	As a resident of Rockland County who also works there, I feel strongly that there should be a mass transit component included into the new bridge plan. It would be a grievous omission if there were no light rail connecting Rockland to Westchester at time of completion of the new TZ bridge. The residents and businesses of Rockland County desperately need a light rail connection to the Hudson RR line, for the future economic well being of the County. A one seat ride to Manhattan would also result in connecting to JFK Airport, other NYC transportation hubs and Long Island by rail or subway. The current expedited federal TZB plan is shortsighted, in my humble opinion and we would in a few years after completion of the new bridge regret the decision as Rockland County gets further left behind in terms of economic development and the well being of its residents and businesses continue to deteriorate. There would be greater reason to invest in business and create jobs in Rockland if the county were to be more accessible. What would the additional costs be for a light rail component? What would be the cost/benefit analysis if mass transit were to be included? Taking into account the wellbeing of Rockland from truly a long term perspective would be the right thing to do. I understand that jobs would be created, but please take into account how many more jobs would be created in the Hudson Valley and Rockland if light rail were to be included on the new TZB. Thank you very much for your consideration.
181	Chorost, Sherwood	25-Oct-11	Comment Form	Would there be any significant advantage(s) in building tunnel(s) to separate and serve truck and rail transit which would leave auto traffic alone on a new bridge? Would this affect safety and speed across the span and reduce a need for heavier (and more costly) engineering supports?

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
182	Chorost, Sherwood	25-Oct-11	Comment Form	This additional building would be done in about one year (using finding of recent Chinese tunneling and at a fraction of bridge building costs without reducing the need for a tunnel span and the jobs that would still ensue.
183	Clarke, Philippa	25-Oct-11	Comment Form	A bus lane seems to make sense. Most people would ride a bus from say White Plains. It would also potentially reduce traffic. Why is it not being considered on a minimal level?
184	Coker, Connie Rockland County Legislator	27-Oct-11	Oral Testimony	One of the road blocks to their efforts is the Tappan Zee Bridge and the unknown amount of time that it may take to get across it, which you have addressed very well in these future plans, except for bus rapid transit would increase ridership. So I just strongly insist or encourage that we must have that.
185	Collozno, Steve Village of South Nyack	27-Oct-11	Oral Testimony	...the designs that serve the local people with respect to getting on and off the bridge in South Nyack are very impractical and should be considered as part of your overall project. When the corridor that's been spoken of is discussed as limiting it to Broadway, it should really go to the Franklin Avenue Bridge.
186	Connell, Jim	24-Oct-11	E-mail	I would like to ask that every effort be made to consider the requirements for the addition of transit options to the bridge in the future. It is clear that you are making an effort to this end; however there are no doubt many design decisions which will make such an addition easier or more difficult to accommodate. Please do all you can to make the process of adding transit practical and uncomplicated.
187	Connell, Jim	24-Oct-11	E-mail	We've seen the price of oil go from around \$15/bbl to nearly \$150/ bbl in the past ten or so years. It's now around \$100 but who knows what the future might bring. All that is clear at this point is that the worldwide demand for oil is increasing quickly and supply is not. It is not unreasonable to imagine \$20/gal gas in a generation (not long after the opening of the new bridge) and \$100/gal within the lifetime of the bridge. At those prices public transportation will be in very high demand, and the ability to add it to the TZB in a timely and efficient manner will be seen as an extremely wise move.
188	Connors, Tom	27-Oct-11	Oral Testimony	What are they going to do with the old Tappan Zee Bridge and is it feasible -- I understand it's not feasible to use that for heavy rail or things like that, but could they refurbish that bridge and use that for the buses that they're talking about, and would that be a cheaper option than combining the two spans, this forty-two foot section.
189	Cornell, Harriet	27-Oct-11	Oral Testimony	also, we were promised one bridge, not one old and one new and not a third span. We can't have our river villages destroyed and I think that is something that is of great concern.
190	Cornell, Harriet	27-Oct-11	Oral Testimony	I understand that the 30-mile corridor is not going to be included, but I do think that the congestion at the approaches has to be avoided by including some highway improvements at the approaches with climbing lanes, and take that into consideration.
191	Cornell, Harriet	27-Oct-11	Oral Testimony	I think there's a bit of a difference between not precluding public transportation and actively making provision for future transit in the construction. And I feel that that's something of great concern to me because I think that it would be, in the long run, much cheaper to have the provision at this point in time.
192	Degenshein, Jan Rockland Business Association	27-Oct-11	Oral Testimony	We're hoping that there will, in the future, be a one-seat two-way rail system throughout the region.
193	Denker, Marcia	28-Oct-11	E-mail	As a resident of Nyack and a supporter of the original plan for the replacement of the Tappan Zee Bridge, I am writing to urge you join the many residents like me who oppose the new "River Crossing Project." The bridge capacity as now proposed would be inadequate and woefully shortsighted for the whole region. I agree with the local leaders throughout the area who have joined together in strong support of maintaining the elements of the previous plan, which was approved after years of careful planning, and would accommodate vehicular, bus rapid transit and commuter rail traffic and cover over the thruway where it goes through South Nyack.
194	DioGuardi, Joseph Truth in Government	25-Oct-11	Oral Testimony	To me, this is no solution. You're going to end up with a stronger bridge, a safer bridge, maybe a more esthetic bridge, but it will be obsolete the day this bridge is finished. You cannot go ahead with this without a mass transit solution to get the cars and trucks -- at least the cars off the road. You're kicking this can down the road again and you're seducing the people into a safer bridge because you've lost so much time on this.
195	Doehring, Ruth	27-Oct-11	Oral Testimony	I just want to give my opinion on the two types of bridges they showed. The arch bridge fits in with the area better than the cable thing, the cable one looks manmade, the arch one at least mimics what nature has done out there with the curves.
196	DuBow, Tish Mayor, Village of South Nyack	27-Oct-11	Oral Testimony	But the first thing I'm going to do is direct your attention to the lid park, the painting that's on the chair that was done by a resident of South Nyack, to give you an idea of our project, the project that we're focusing on and have been for a while as an amendment to the corridor that would receive the bicycles and the pedestrians, that would provide a cover to the Thruway, a green project, as you can probably see even from a distance that it's grassy. It would have trees, it would be a park for people similar in some ways to the lid park in the city, the High Line. There are a number of them all over the country. And we're proposing our green project. The park has been a concept that we've had for a while. It will do something for South Nyack, but it will also do a lot for the Lower Hudson, for Rockland County. I think it will bring people, I think it will bring commerce. I think it has an economic function as well as a green function. Anyone who's experienced the High Line or any of the lid parks around the United States will know exactly what I'm talking about. Our proposal is to cover the highway, as you can see, take a look at it, and develop a green commercial and recreational component that fits with the project goals. Our proposal is specifically recommended in the Rockland County Comprehensive Plan as well, and it's gained wide support by the public and by county, state, and federal representatives.
197	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	As a life-long resident of the Nyack community (more than 55 years) I have strong ties to the area and its residents. I consider the residents and businesses of the Nyack's, and all of Rockland County, to be my extended family. We all know that the first Tappan Zee Bridge forever changed our neighborhoods when it opened to traffic in December, 1955. The current bridge is in dire need of replacement. It is in a serious state of deterioration, operating at far beyond its rated capacity, the accident rate on the bridge is unacceptably high, and the bridge is not built to modern seismic standards for our region. Rehabilitation is not an option, due the immense amount of rebuild that it would entail, only to produce a bridge that falls short of even the most reduced goals. A rehabilitated bridge will not meet current engineering standards. With the above said, I STRONGLY SUPPORT THE BUILDING OF A REPLACEMENT BRIDGE AS SOON AS POSSIBLE. It is needed for life and safety reasons, as well as for the survival of the region' economy.
198	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	Let's build this bridge as soon as possible, and right this time, so that we will not be needing to rebuild it yet again in 2055!
199	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	Mass transit MUST be made part of the new TZB. It is NOT an option. It can move far more passengers per hour with less congestion, fuel consumption, noise and pollution. For energy conservation, alone, there is a double benefit, as we gain ground on reducing fossil fuel consumption, while lessening our need on foreign oil. This in turn, helps us to be less affected with oil price spikes. It also helps to improve homeland security, by reducing domestic fuel needs while at the same time, enabling the fast and efficient moving of people during national emergencies. Thus, there are positive trade-offs and synergies seen when one lessens the need for large numbers of individual autos to cross the bridge each day.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
200	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	If money were not an issue, I would really like to commuter rail that would serve the ENTIRE I-287 corridor from at least Suffern in the west, to Port Chester in the east. In an ideal world, I would also like to see the rail lines connect further west into northern New Jersey as well as feed into the Orange County area by connecting into the existing Port Jervis Line as well as the restoration and interconnection of the West Shore Line at West Nyack. Once over the new TZB, this line would then continue on into Stamford, CT via Metro-North and Amtrak. This would allow for three feeder lines -- two at the far western end of the region, and one for central eastern Rockland County to tie into an enhanced I-287 corridor mass transit system. With regard to the West Shore Line, I would like to see service restored to Albany, with a stop at Stewart International Airport. Taken together, with the appropriate intermodal transfer facilities, we would see far less single occupancy or even multi-passenger cars congesting the highway. Rail would also speed the trip. Traffic and parking matters in the local neighborhoods surrounding the stations would need to be addressed by providing for feeder buses that would take commuter from their homes directly to these stations without the need for them to drive to and then park at them.
201	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	In addition to passenger rail, it may be worth looking into the idea of tying freight rail service into this system along I-287 from each of the above feeder points, as this could serve to significantly reduce the ever increasing noisy and polluting truck traffic.
202	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	While I am a strong proponent of rail service for both passenger and freight, and this is my first choice, I realize that in the current and most likely future economy that it is probably not feasible. Therefore, I would propose as a second choice, Bus Rapid Transit for the entire I-287 corridor. The coverage would be the same as for the commuter rail, but would, at least at first, be limited to the actual I-287 corridor with a start in Suffern, and end in Port Chester. Stops would be placed in Spring Valley / Nanuet, (and possibly Airmont) West Nyack near the Palisades Mall, and possibly in the Nyack area. The coverage would be the same as for the commuter rail, but would, at least at first, be limited to the actual I-287 corridor with a start in Suffern, and end in Port Chester. Stops would be placed in Spring Valley / Nanuet, (and possibly Airmont) West Nyack near the Palisades Mall, and possibly in the Nyack area.
203	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	Not to include some form of mass transit on the replacement TZB is like not treating a heart attack patient. Our local communities and the entire lower Hudson Valley region will continue to see ever increasing congestion, pollution -- both air and noise -- as well impairments to local and regional business. Property values will then drop. Following this, will be a general 'brain drain' as more of the talented residents that supply the corporate structure with invaluable skills move away, or choose not to locate here. As a result, potential new corporations will now look elsewhere to locate, and current ones will consider moving out. This will serve to severely lower state and local tax revenues, further adding to the financial struggles that we face at state and local levels of government. Once congestion and inefficient traffic matters cause this skilled labor and corporate drain, we face a viscous downward economic spiral that will be hard to stop.
204	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	There is yet another compelling reason for including mass transit in the proposed Tappan Zee Hudson River Crossing Project. This is the issue of Community Connectivity. As you can see from letterhead, I am a LEED AP. For those not familiar with LEED, it is a third party rating system for the purpose of evaluating and guiding green and sustainable building. Once limited to new commercial construction, it has branched out into residential, schools and neighborhood development. In fact, there is a separate LEED rating system for neighborhood development. One major section of this system deals with Sustainable Sites, which along with many other land-use parameters, emphasize the use of alternative transportation, other than single occupancy vehicles. Along with this comes the idea of community connectivity. Community connectivity refers to designing and providing for means by which residents can easily interconnect with neighboring areas without being impacted by physical or transportation barriers. It serves to eliminate barriers that impede social and commercial interaction. Mass transit will allow not only for efficient and environmentally friendly travel, but it also serves to encourage community connectivity by providing for easy means to travel between major communities on both sides of the Hudson River, without the need for single occupancy vehicles. For example, Nyack and Tarrytown now have many cultural, retail and restaurant / food service establishments that serve a sizable residential population. When we place a convenient form of transit connecting these communities as well as those further to east and west, we will see more foot traffic in these business districts, with less traffic, parking and congestion. The residents benefit from increased cultural and socialization opportunity. The merchants benefit, and hence, we see more sales tax collected. In turn, more income tax is paid from the increased business. Taken on a regional basis, governments -- both local and state -- will see sustainably increased tax revenues to further help provide for needed services. Mass transit, taken together with other improvements to the I-287 corridor, will result in far less congestion, pollution, noise and far more attractive environment both economically and socially for the Lower Hudson Valley.
205	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	While I support the building of a replacement Tappan ZEE Bridge (TZB), I have very serious concerns over the current proposal that, for now, does not include mass transit on the new bridge. For the past 40 years, I have watched the steady increase of traffic, at first just in the morning and evening trying to make its way over the bridge. At first, it was not uncommon to see near stand-still back-ups as far west as Spring Valley heading east-bound in the morning, while traffic was very heavy on Friday evening heading west bound. As Rockland County continued to develop, especially in its north and western areas, this traffic heading west into the county began to slow to crawl on Friday afternoons. The movable lanes provided for some relief, have created other issues, such as the loss of a break-down lane. Now, I see this near standing still westbound traffic after the TZB -- from Nyack westward EVERY DAY. This problem has been made even worse with the continued growth in Orange County, to our northwest, and to a good extent, from New Jersey, with the I-287 extension / connection. When we add to this mix, the increase in truck traffic, which runs all night, as well, we have the perfect recipe for major traffic congestion, noise and pollution. The frequent accidents on the bridge only serve to increase this traffic, as it exits the Thruway, and then enters the local roads. This has a profound negative effect on our entire region, with Rockland County bearing the brunt of it. My area of the Nyack's really sees and hears this even more, as we are located at the point where the traffic is at its heaviest. This traffic is not restricted to the I-287 corridor, but is seen on our local streets and highways, as well. Route 59 often sees gridlock congestion, and our local streets in Nyack, South Nyack, as well as roads such as Christian Herald Road, Routes 9-W and 303 and MANY others see often a steady stream of vehicles travelling to the Thruway and TZB. These routes also see gridlock traffic jams. This has led to accidents, and residents having difficulty leaving their driveways and gaining access to local retail establishments.
206	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	Traffic congestion on the I-287 corridor and the TZB is not the only issue at hand that mass transit can address. In most of Rockland County, residents as well others travel the local roads and then converge onto the entrances to the New York State Thruway, creating traffic congestion, noise and pollution in many of local neighborhoods located afar from the I-287 corridor. The number of large commuter park and ride lots, such as the Exit 14 interchange as well as Smith Street in Nanuet serve as a testament to the large and growing number of commuters needing to travel each day.
207	Esmay, Lois	27-Oct-11	Oral Testimony	I am concerned that the proposed bridge crossing does not include public transportation, that is train and/or bus lanes. It's very important that we think forward even if it does cost more in the end, it will be better and safe and also be good for the environment.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
208	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>The Lead Agencies Must Take a "Hard Look" at Legitimate Alternatives and Justify Their Reasoning for Rejecting the Alternatives that They Did, and Did Not, Discuss in The Scoping Materials. Under NEPA, agencies must take a "hard look"⁸ at "appropriate alternatives,"⁹ and the respective impacts associated with each.¹⁰ Westchester County officials, appearing at the scoping sessions to deliver comments, stated that the project is a non-starter without mass transit options. Without mass transit, the Bridge would be obsolete the day it is completed. As it stands now, the proposed "crossing" is a '1950s solution to a 21st Century problem. Furthermore, the CEQ regulations on NEPA requires that the EIS "present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public. In [the alternatives] section agencies shall:</p> <p>(a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits. (c) Include reasonable alternatives not within the jurisdiction of the lead agency. (d) Include the alternative of no action. (e) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference. (f) Include appropriate mitigation measures not already included in the proposed action or alternatives.¹¹ A careful weighing and consideration of the alternatives is central to the environmental review process. It is thus imperative that the Alternatives Analysis be vigorous, highly detailed, comparative, and accessible to the public. The Alternatives Analysis should discuss the cost projections, the bases for those cost projections, and financing options. The description and evaluation of each alternative should be at a level of detail sufficient to permit a comparative assessment of the alternatives discussed. The range of alternatives must include the no action alternative. The no action alternative discussion should evaluate the adverse or beneficial site changes that are likely to occur in the reasonably foreseeable future, in the absence of the proposed action."¹²</p>
209	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>A. The DEIS should include a vigorous analysis as to why the new construction option is preferred as opposed to a complete rehabilitation of the current bridge. Concerning the agency's choice of replacement over rehabilitation, the lead agencies should publish all technical information, including scientific and engineering studies, relating to the alleged deterioration of the bridge, and the information on which cost estimates were based. The agency must also clarify whether the cost of demolition was included in the cost estimate for the proposed project. If the cost to rehabilitate the existing Bridge and bring the structure into compliance with engineering standards will cost \$4 billion, then it makes little sense to spend \$5.2 billion to build a brand new crossing that offers nothing more than increased vehicular traffic. Riverkeeper requests that the lead agencies explain the discrepancy between the expected life span of a rehabilitated bridge in the 2008 I-287 Corridor Newsletter ("up to 150 years")¹³ and the 2011 Scoping Information Packet ("as few as 50 years")¹⁴.</p>
210	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>B. The DEIS should discuss why construction of a New Bridge is preferable to construction of a Cross-Hudson Tunnel. The price tag of the tunnel project cannot be the only consideration. While it is clear from the Scoping Information Packet that the main reason for rejecting the tunnel option is the price and duration of the project, the EIS should compare and contrast the environmental impacts of a tunnel and a bridge, and consider the potential for mitigation of those impacts. These environmental impacts include differences in air quality, differences in river quality (since the bridge would be totally removed from the river, and the river would essentially return it to its natural state), and the effects on surrounding municipalities with respect to locations of connections to the Thruway. A tunnel removes all traffic from the surface, thereby eliminating air pollution via scrubbing, noise pollution, visual blight, and weather caused problems. Additionally, the S-Turns on the Tappan Zee Bridge make it prone to sun glare which is a major cause of many of the accidents on the bridge.¹⁵ In similar European projects, costs per lane have been in the range of \$3 million to \$30 million per lane mile for tunnel construction, whereas the projected cost of the proposed Tappan Zee Crossing is \$250 million per lane mile, for a total of \$6 Billion for Twenty-Four (24) lane miles.¹⁶ However, \$250 million per lane mile may be a low estimate considering that the Oakland Bay Crossing (similar in scope; updated for seismic redundancy) reached \$370 million per lane mile.¹⁷ The speed of construction would also be different considering that boring rates for tunnels far exceed 100 feet per day, or less than one year for completion of a tunnel project from West Nyack to Elmsford.¹⁸ Use of a ferry service to cross the river to service the I-287 exits would be eliminated because of the tunnel project; such ferries allow for a certain number of cars and enable commuters with the ability to connect and appreciate the Hudson River while crossing it.¹⁹</p>
211	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>C. The DEIS should include a discussion of the difference and viability of building a single new crossing instead of the two new crossings which are currently being proposed or even a possible third crossing for mass transit. There has not been sufficient discussion about why the proposed project requires two new crossings. In the DEIS, the lead agencies must thoroughly consider the need for two crossings instead of one, since building two new structures would potentially double the impact on the riverbed and marine environment. Because a future possible third crossing for rail transit was suggested, we request that the analysis also include a discussion of the potential impact of three newly constructed crossings.</p>
212	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>D. The DEIS should discuss the status of the current bridge, including the "no action" alternative, potential use of the existing bridge for bike and pedestrian traffic, as well as the costs and environmental impacts of demolishing the existing bridge. The DEIS should also consider the differences in keeping the old bridge in place versus demolishing it. The Scoping Documents refer to a "No Build Alternative," which "would retain the existing Tappan Zee Bridge in its current configuration with ongoing maintenance," and will serve as the baseline to which the Replacement Bridge Alternative is compared.²⁰ "[T]he [CEQ] regulations [for NEPA] require the analysis of the no action alternative...provide... a benchmark, enabling decision makers to compare the magnitude of environmental effects of the action alternatives. Section 1502.14(c)."²¹ "[N]o action" "...[means] "no change" from current management direction or level of management intensity."²² Based on this guidance from the NEPA regulations, there needs to be a discussion of the continued maintenance of the current bridge as a "benchmark" for comparison to other alternatives. Such an analysis should include the costs of continuing the maintenance of the bridge, the number of years that the continued maintenance would extend the life of the bridge, and whether mass transit could legitimately be added to the current bridge. Additionally, in this regard, the lead agencies must publicly disclose technical engineering studies relied upon in its determination that the current bridge is impossible to maintain. Similarly, it is difficult to see how the "No Build Alternative" in the Scoping Documents would be different from a Rehabilitation Option, since both would require significant repair work and updates. Riverkeeper believes it is premature to eliminate consideration of the Rehabilitation Option from the DEIS. These discussions should also consider the alternative of using the existing bridge for mass transit rail and a pedestrian and bike path. This alternative may be a legitimate way of adding alternative modes of transportation to the project now, as opposed to putting off the addition of mass transit to a later date. This alternative, which would allow the current bridge to stay in place, may also lessen the environmental impacts to the marine ecosystem which has developed around the pilings and caissons of the current bridge.</p>

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
213	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	E. The DEIS must fully consider mass transit options, and the lead agencies cannot rely on the data studied in the I-287 Corridor Project, when such data was never available for public comment. The Draft Environmental Impact Statement for the Tappan Zee Hudson River Crossing Project must include a discussion of the inclusion of mass transit on the bridge, including both bus rapid transit and commuter rail transit. It is utterly insufficient to reject mass transit before fully discussing the costs and benefits of mass transit with the public. The data released in the 2008 scoping documents for the I-287 Corridor Project was never part of a formal DEIS, and so it was never subject to public scrutiny. As discussed above, it is the responsibility of the lead agencies to consider legitimate mitigation measures under the CEQ regulations. ²³ Inclusion of mass transit options would be an "appropriate mitigation measure" under the regulations to alleviate air quality issues and mitigate environmental impacts associated with increased automotive transport. ²⁴ The analysis of mass transit should include the utilization of rail for both commuter service and heavy freight. This in turn would reduce the air pollution caused by the amount of trucks which cross over the bridge.
214	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The DEIS Should Include A Vigorous Analysis of the "Reasonably Foreseeable" Environmental Impacts for All of the Project Alternatives Considered. Anything less than a full analysis of alternatives would fall short of the lead agencies' responsibilities under NEPA to consider the "adverse environmental effects" of the "agency action" on the "human environment." ²⁵ According to CEQ regulations, the "effects" or "impacts" ²⁶ that must be studied include those "which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable...[and] may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate..." ²⁷ Because expansion of the Tappan Zee Bridge to eight lanes of automotive traffic will affect the traffic patterns on the I-287 Corridor, the proposed 4-mile study area is inadequate in light of the regional impacts that the project will have – and was originally expected to have. Since the proposed project will include 8 lanes, and since the highway on either side of the Bridge is currently 6 lanes wide, it is obvious that the imminent expansion of the highway will have impacts beyond the 4-mile project area. It is therefore Riverkeeper's position that the study area should not only include the 4-mile immediate project area, but also the obvious future impacts on the originally proposed 30-mile I-287 Corridor. The DEIS should consider the project's effects on the surrounding residential communities, including the long term effects on new traffic patterns during and after construction. The lead agencies should also study the effects of the project on nearby connecting highways, as congestion impacts are likely to be far-reaching. The DEIS should also include an analysis of construction vehicles on the local roadways. There may also be impacts on local property values, neighborhood character, and aesthetics.
215	Fahn, Charlotte	14-Nov-11	E-mail	I urge that the review process for the altered scope of the Tappan Zee Bridge replacement include an assessment of a pedestrian bridge across the Thruway to reconnect the Old Croton Aqueduct trail, the National Historic Landmark that was severed when the Thruway was built. Trail walkers and bikers have ever since had to maneuver detours through substantial traffic to get around the dead ends caused by the Thruway. Mitigation is long overdue, and the new construction project provides the best and perhaps only opportunity to provide it.
216	Farrell, William	27-Oct-11	Oral Testimony	Why weren't the current alternatives analyzed for the tier one section of the previous project used in this one? It said tier one to build a transit ready bridge was \$8.3 billion, and now it's down to 5. So one of my questions is why that \$5 billion dollar option wasn't considered before.
217	Farrell, William	27-Oct-11	Oral Testimony	Basically, if Rockland wants to become a bigger player in the New York metro area, it needs mass transit. It's not really an option not to have it. We've been over this for the last nine years. It's been discussed by all the stakeholders and community members, and it seems to be a pretty big consensus. But if we don't do it now, then when is it going to happen? The George Washington Bridge, it's been 80 years and they still don't have their promised rail track.
218	Farrell, William	27-Oct-11	Oral Testimony	I feel that the Thruway has contradicted itself on a number of points. I'm holding here last year's report, and it said that CRT, commuter rail transit, was the only way to reduce congestion. It said that what happened to the ARC would not happen to the Tappan Zee Bridge. Yet, we see the same thing happening. I even saw an option, one of the alternatives, to put, at a later date, on the south side of the bridge another structure for rail which they eliminated last year because of its substantial property impact and impact on the aquatic region.
219	Feiner, Emily	27-Oct-11	Oral Testimony	As a resident of Nyack that paid a large price for the bridge being built in the fifties, I don't think we should be asked to pay this price again without there being mass transit on this bridge. I would be willing to give up land and a whole bunch of things to provide mass transit across the whole corridor. This plan does not do that, there's no mass transit mentioned on any of the signs. It's very disappointing and it's not even fiscally responsible in the long run. I don't want my tax dollars to be used to pay for that bridge without mass transit.
220	Feiner, Paul Town Supervisor, Town of Greenburgh	25-Oct-11	Oral Testimony	And, finally, I'm urging you not to settle for a third-class bridge. You know, it seems to me that we're taking a 1950's bridge down and we're replacing a 1950's bridge with a 1980's bridge. It's 2011 right now and we need public transportation. If we don't have mass transit, we're really losing a great opportunity.
221	Feiner, Paul Town Supervisor, Town of Greenburgh	25-Oct-11	Oral Testimony	I'm pushing to encourage you to consider the feasibility of not demolishing old make the old bridge into a suburban version of the New York High Line or the Poughkeepsie Walkway Over the Hudson. I'm requesting a feasibility study and I suggest that the state retain the services of structural engineers to compare the costs.
222	Feiner, Paul Town Supervisor, Town of Greenburgh	25-Oct-11	Oral Testimony	I also believe that as part of the Scoping Review, you should explore the possibility, if you save the bridge, of maybe turning part of the bridge into an express bus lane. It might be a way, because there's less weight, less tonnage, where it could preserve the bridge.
223	Feroe, Peter	25-Oct-11	Letter	The EIS should also discuss the costs and benefits associated with a decrease in future vehicular traffic that would be a result of transit being included in the crossing. Previous studies have identified the preliminary transit ridership gains associated with service across the Hudson, and the associated decline in build year vehicular traffic. The impacts of not providing for this service should be included in the EIS. At the very least, providing transit should be considered as a possible mitigation measure for air quality impacts.
224	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-2: I believe that a detailed accounting of the costs, benefits, and environmental impacts of providing two bridges instead of one should be included in the EIS. What is the marginal cost of the second bridge? What are the projected operational savings that would be realized by NYSTA from having two bridges? Are these costs justified?
225	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-2: I believe that the concept of redundancy should also be inclusive of mode redundancy. What are the benefits of being able to operate transit, specifically BRT, as well as allow for private vehicles? What are the costs associated with providing this redundancy?
226	Feroe, Peter	25-Oct-11	Letter	On the substantive side, the alternatives put forth today are shortsighted at best; negligent and irresponsible at worst. It is abundantly clear that land development patterns are changing. Endless new subdivisions, four car garages, and large new road networks are no longer needed. We have an over supply of them already. Meanwhile, demand for compact, walk-able, and transit enabled neighborhoods is soaring. You have to look no further than our own back yard for the evidence. In these awful economic times, our village centers remain vibrant, demand for pedestrian improvements is increasing, and transit ridership is at an all time high. Why then, would we scrap plans for a major investment in our transit infrastructure so that we can build not one, but TWO bridges for cars only? Why would we build two bridges that, between them, have an extra 68 feet for shoulders, while making no allowance for transit?

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
227	Feroe, Peter	25-Oct-11	Letter	In addition to the realities of land-use, it is also clear that climate change is real, that it is having a real impact on our environment, and that we have an obligation to arrest our contribution to that change. I thought that New York State got that. We have a Climate Action Plan, a Smart Growth Cabinet, and various executive orders all dealing with this issue. NYSDOT, along with Westchester and Rockland Counties, also have a plan (NYMTC's Regional Transportation Plan) that specifically calls for future growth in the region to be channeled to the 287 corridor that is served by rapid transit. Yet, when it comes to the largest infrastructure project in New York, all of those documents and policies seem to fall by the wayside. Instead of reducing the demand for driving, the state wants to build a double wide bridge. Instead of encouraging development where we already have significant investments in infrastructure, the state is encouraging longer commutes in personal vehicles. Instead of channeling growth to areas served by transit, the state has abandoned its commitment to preparing our region for the future.
228	Feroe, Peter	25-Oct-11	Letter	The state has also turned its back on the communities of this region that were actively planning for a future in which they could make use of an intra-regional rapid transit system. These communities were told to expect a future where land values would increase, neighborhoods would be revitalized, and employment centers would be connected. There were visions and charrettes; new zoning regulations and conceptual development plans - all spurred by the promise of transit. All of this effort and all of this promise is now lost.
229	Feroe, Peter	25-Oct-11	Letter	New York State should not turn its back on this region, on the hundreds of stakeholders that have been involved in this project, or on the communities that were planning for a brighter future. It should not turn its back on its commitment to combat climate change or on decades of inter-municipal regional planning. New York State should commit to building a crossing that actively supports transit, rather than one that 'does not preclude' transit. It was abundantly clear from the previous work on the corridor that BRT has tremendous potential for this region. The project team should not abandon this potential, rather it should commit to using the extra space on these dual bridges for real BRT. It would cost nothing - since they are already proposing 34 extra feet on each bridge - but would provide a tremendous benefit to the region.
230	Feroe, Peter	25-Oct-11	Letter	Finally, the communities and transit agencies of this region should not let the rest of the BRT project fade away. I urge them to continue pressuring the State to allocate resources for the system's planning, design, and construction. In addition, it is clear that the transit agencies in this region must now make their own commitment to this project, recognizing their own interest in moving this project forward. As such, I urge them to take the lead in planning for this important corridor with the goal of providing a real BRT service on the day that the new bridge opens.
231	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-2, transit costs: Since the EIS is considering an option to 'span the gap', it should also consider options for providing transit service on the bridges that it plans to construct. As stated previously, this should include BRT, the mode most adaptable to the configuration of bridge currently planned and the transit mode that served the most intra-corridor riders.
232	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-2, transit costs: These costs should be more clearly defined and allocated in the EIS. Where did these costs come from? Providing for what transit service? Certainly providing for rail is much more costly than providing for BRT.
233	Feroe, Peter	25-Oct-11	Letter	I would urge that the project actively provide for the inclusion of a minimum of one BRT lane in each direction upon the bridges' opening. The EIS should discuss the costs, benefits, and impacts of providing this access. The impacts should be minimal as the BRT and vehicular lanes could 'share' a shoulder as well as get one exclusive to themselves, all within the 82 feet and while providing for exceedingly wide shoulders for vehicular traffic.
234	Feroe, Peter	25-Oct-11	Letter	The EIS should clearly discuss the costs of providing for this extreme width allowance. What is the cost of 34 feet of unused space on each bridge, or more than 40% of the bridges' total width? What are the impacts of this 'extra' width?
235	Feroe, Peter	25-Oct-11	Letter	The EIS should discuss what this extra space will be used for during "normal" operations. Included in the discussion of alternative uses for this space should be a discussion of using this space for BRT. The EIS should discuss what the costs and benefits of using some of this 'extra' space for meaningful rapid transit would be.
236	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-3: The EIS should discuss what the bottom level of the two-level bridges would be designed and/or used for. If the 'unused' level is being reserved for rail transit, a detailed discussion of why the project is planning for rail should be included. Based on previous studies of the crossing and the corridor it serves, BRT served the most riders in the corridor, cost the least, and was the least costly to operate. The EIS should not be planning for a rail bridge without discussing the impacts of including BRT on the current or future configurations of the bridge as well. The EIS should clearly compare the costs and benefits of designing and constructing a crossing for these two transit modes. They are not the same.
237	Feroe, Peter	25-Oct-11	Letter	Section 2-3-2-3: The EIS should discuss the costs and benefits of having a single two-level bridge serve the crossing. A second bridge would not be necessary since four lanes of vehicular traffic in each direction could be accommodated on a single dual-level bridge, which could also support transit in the form of BRT (the mode most adaptable to the current configuration of the bridge and the transit mode that would serve the most intra-corridor riders). The EIS should discuss the costs, benefits, and relative impacts of this alternative.
238	Ficco-Panzer, Victoria	27-Oct-11	Oral Testimony	Mr. Anderson mentioned that the South Broadway Bridge was going to be eliminated. This is going to cut off Salisbury Point from access Route 9W I'm just concerned that you're going to cut Salisbury off from an easy way to get up onto 9W.
239	Fischer, Andrew	25-Oct-11	Comment Form	I'm asking the FHWA and the state government to take a fresh look at the tunnel option instead of the bridge option. I feel that over the past few years, the tunnel option was squashed by lobbyists, engineering and construction firms and other special interests. As taxpayers, we all have to realize there are 3 costs to this project (1) the cost to build it (2) the annual cost to maintain and operate it over the next 100 years (3) the cost to the environment and wildlife that depend on the river. The tunnel option has by far the lowest cost to maintain and operate and the lowest impact on the environment. Plus it would eliminate the many suicides and suicide attempts that sadly take place every year on this bridge. The tunnel would eliminate snowplowing, salt and sanding in the winter.
240	Fischer, Andrew	25-Oct-11	Comment Form	Also, you must keep a rail or monorail option in the plans or at least reserve space for a two way rail system on the span that when funding is available it can be added without taking lanes away.
241	Fishman, Valerie	27-Oct-11	Comment Form	As a daily commuter from Rockland to Westchester during rush hour, I must say that if one of the agencies of the new bridge is to alleviate traffic, that will not happen if there is no mass transit placed on the bridge. The shoulder lanes to move accidents would not do much as, thankfully, most of the traffic is because of congestion. An idea could be a bus or train to the Tarrytown station from the Rockland side of the bridge and a parking lot on the Rockland side to encourage commuting w/public transit. Thank you.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
242	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	2) The Village of Tarrytown requests that the required hard look be given to an alternative or alternatives that include a Bus Rapid Transit (BRT) component that would mitigate the negative environmental impacts associated with the increased automobile and truck traffic that is projected for the corridor and which will be accommodated by the preferred alternative bridge project outlined in the scoping information packet. With the exception of providing breakdown lanes, the preferred alternative does virtually nothing to mitigate such negative impacts, as it neither offers nor funds a mass transit option. To this end, the Village proposes that the lead agencies examine as a possible alternative ("the two bridge rehabilitation alternative") that, while keeping in place the "northern" half of the structure as contemplated in the preferred alternative, would replace the "southern" half with the existing bridge conventionally rehabilitated (i.e., repaired and maintained in order to provide safety and functionality, but not earthquake-proofed). Most importantly, this alternative, as it will almost certainly provide significant monetary savings as compared to the current proposal, offers the opportunity to transfer those savings to fund a BRT system, as well as to possibly fund other corridor improvements not contained in the preferred alternative that will further reduce traffic congestion. As reducing traffic congestion both mitigates negative environmental impacts and offers real economic efficiency gains, it is imperative that the environmental review take a hard look at this alternative, and calculate the true value of such improvements in order to accurately evaluate the preferred alternative. It is important to note that such a rehabilitation of the existing structure, while not providing earthquake protection, would extend the life of the structure for many years and would offer most, if not all, of the capacity, driver safety and other features of a new structure, since the width of the existing structure is, in fact, approximately 8-10 feet wider than the proposed southern structure. Moreover, the absence of earthquake protection in the rehabilitated half should not be considered a fatal or even major flaw, as the new northern half will be built with such protections and which, because of its width and intentional design, will provide the needed redundancy and capacity to carry a full load of traffic in the unlikely event that a major earthquake or other mishap severely damages the rehabilitated structure.
243	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	c) This alternative would allow for the immediate (or nearly immediate) investment of funds as the rehabilitation work could begin immediately and continue during the construction of the new northern structure. The value of proceeding in this fashion in terms of more rapid regional employment/economic benefits as well as an earlier completion date should be evaluated in the review process.
244	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	d) The reasoning noted in the scoping package underlying the rejection of the "two-bridge" alternative is premised on the assumption that the rehabilitated bridge would be earthquake proofed, which significantly increases the financial and environmental impacts of the two-bridge alternative relative to a pure new construction alternative. Similarly, the earlier analyses also found that the long-term maintenance needs of a rehabilitated bridge would be greater than that of a new bridge. However, these earlier analyses were also based on the additional assumption that BRT would be provided regardless of which bridge alternative was chosen. Consequently, while earthquake proofing and lower maintenance may be desirable goals, since the preferred option eliminates BRT (and other improvements) from consideration and the alternative proposed here restores it, the review must measure the relative benefits of earthquake proofing and lower maintenance against the significant environmental and economic benefits that would be derived were BRT to be provided.
245	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	The review must also take a hard look at the marginal environmental benefits, in particular those related to energy consumption and greenhouse gas emissions, derived from the reuse of the materials and reduced demolition activities, were a rehabilitated bridge to replace the new southern structure.
246	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	5) The Village of Tarrytown requests that a hard look be given to the provision of a TZB Bus-Train transfer station constructed as part of the toll plaza in the preferred alternative and any other alternatives that may be considered. Whether or not new and enhanced BR T service is provided, the advantages of such a station in terms of reduced commute times and mitigation of the negative environmental impacts associated with bringing either the existing buses or potential future BRT vehicles to the Tarrytown Metro-North Train Station are likely to be considerable. Moreover, by providing convenient, pedestrian and drop-off access to residents living in the vicinity of such a transfer station, such a station has the potential to both mitigate a portion of the negative impacts associated with construction of a new and larger bridge on the Quay Condominiums, but also to provide considerable environmental benefits to the larger region by shortening and, in many cases, eliminating, automobile commutes of others headed for the Hudson Line. It is only by taking the requisite hard look at this measure will the review be able to accurately balance any costs or other negative impacts of this proposal against its benefits.
247	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	There are a number of additional points regarding this alternative that need to be made: a) If there remains a concern that the alternative may eliminate the potential to provide commuter rail service, the utilization of the "long-span" alternative identified in the scoping packet should preserve that potential.
248	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	b) This alternative does not preclude the construction of a new "southern" half if, in the future, additional funding is identified. The environmental review should examine such a possibility in order to avoid possible SEQRA segmentation issues.
249	Fortier, Margaret	12-Nov-11	E-mail	I am following all the news about the TZ Bridge replacement project. As a Rockland county resident, I strongly support including a mass transit option to connect Rockland and Westchester. It is ridiculous that Rockland residents currently have to go out of their way to New Jersey to take advantage of rail transit. Why can't New Yorkers get to NYC via New York transportation? I understand the desire to build in the option of mass transit and make it happen in the future. But this is short sighted. Do we really want to increase auto traffic in the metro area? Not to mention the environmental impact that is a key part of this equation. I hope New York can find a way to replace the TZB and include mass transit.
250	Gasparin, Armando	7-Nov-11	Comment Form	The mass transit must be part of this bridge. Even if the length is West Nyack to the Hudson Line this is a must.
251	Gerlis, Sean	27-Oct-11	Oral Testimony	And as far as the pathways going across the river, you know, there's the Newburgh-Beacon Bridge, there's the Bear Mountain Bridge, the Tappan Zee Bridge, and the GW, all of these bridges do not have the pedestrian and bicycle access. I think that's something that we should focus on now.
252	Gerlis, Sean	27-Oct-11	Oral Testimony	Also, with the bike path, I think that's a very good idea... I question that they only have it set up to be on one side of the bridge. Suppose the one side of the bridge has construction or needs to be shut down or there's an accident. There should be another option to have the shared bike and pedestrian path on the other side of the bridge as well instead of just on the one side of the bridge. It doesn't seem to make sense.
253	Gerlis, Sean	27-Oct-11	Oral Testimony	I am a supporter of mass transit. I think that's really the most important thing here and I think that we can't afford to ignore it in this project. I think it's an important part of this bridge. It's important for the economy and the communities in the area. I think it's an important environmental consideration as well... I think it's more effective to have everything done and prepared all at once.
254	Gerlis, Sean	27-Oct-11	Oral Testimony	People in Rockland County want to take the bus to Westchester and then change down to the rail to go to the City. They have to take the rail south to New Jersey and change there to a train to go into New York City, and that's just not a sensible option. So if there was something that was direct, straight from here, that seems to be the most logical solution.
255	Getz, Orrin Stakeholders Advisory Working Group---Traffic and Transit	27-Oct-11	Oral Testimony	And, also, knowing what's going on the west side of the bridge all the way down to Exit 14, the narrowing of the road from four lanes to three lanes, it's a chronic problem. And you're going to make a wide bridge, but you're not going to solve that problem. That problem has to be tackled along with the new bridge. You cannot just exclude having a three-lane highway feeding and taking traffic off the bridge on the Rockland side. It is totally inadequate.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
256	Getz, Orrin Stakeholders Advisory Working Group--Traffic and Transit	27-Oct-11	Oral Testimony	...what we really need to consider in this design of the bridge is the dedicated bus lane. And my feeling is if you take this bridge and make it a little bit wider, you will be able to accommodate that dedicated bus lane, which could also be used for van pools and still accommodate the other features that you want. And that's essential. You cannot neglect that because when you look at this 42-foot space between the bridges where they want to put transit, it could be rail transit, but it can't be rail and bus transit together. You can't run buses on railroad tracks. It doesn't work.
257	Giler Mann, Desirée	24-Oct-11	E-mail	As an environmental attorney who commutes daily via the Tappan Zee Bridge; as a South Nyack resident (275 Piermont Ave, South Nyack, NY 10960); and a member of the Piermont Rowing Club that often rows beneath the Tappan Zee Bridge, I am writing to you to encourage you to support a meaningful Hudson River Crossing when replacing the existing TZ bridge. It is an environmental and social imperative that any new bridge include alternate transportation (e.g., train, bus, bike, pedestrian) and not just cars. Actual rail access to the Metro-North trains would reduce pollution and energy use while helping to alleviate traffic congestion. Bridges that invite pedestrians and/or bicyclist -- like the near by Walkway over Hudson River in Poughkeepsie and the Brooklyn and George Washington Bridges in NYC -- draw people, help local economies and make a dent in our national obesity epidemic. Opportunities to build bridges like the Tappan Zee only come once in a lifetime -- make it right in this generation for those generations to come in the future.
258	Glucksman, Randy Metro-North Railroad Commuter Council and Citizens Advisory Committee,	27-Oct-11	Oral Testimony	I was a member of the SAWG for a year or so, and I'll just tell you very simply, let's get the bridge that includes the transit options that we were promised and we'll have a highway ready bridge with transit options that we kind of supported through the whole process... But we need the transit. There's no way that we can proceed to the next decades without having it.
259	Goodman, Jessica	27-Oct-11	Comment Form	I live in South Nyack and frequently commute to the city. I bought a house close to the entrance of the bridge just before the housing collapse. The fact that this plan does include mass transit, i.e. train, to the city makes it a bad plan, one I would never vote for. I would rather wait until the economy improves and more funding might come available. Not only the ease of my commute but the value of my home is at stake. Nothing would matter more to the value of my home than a train.
260	Gordon, Marsha Business Council of Westchester County and Tappan Zee Bridge Task Force	25-Oct-11	Oral Testimony	the consensus of the stakeholders, including the business community, is that this project must provide transit options that will better connect our county and region and expand and encourage economic growth. For that reason, we must ensure that this bridge is mass transit ready.
261	Grange, Roger	27-Oct-11	Oral Testimony	Everybody has made pretty much the same point about the need for mass transit. If we want to compete in the global economy, we have to have a modern infrastructure system. We're just falling behind and behind and behind... And this is a great place to start because if we don't have trains or at least some form of mass transit on this bridge, we're not going to be able to compete with New Jersey, let alone Holland or China.
262	Granstop, Andre	30-Oct-11	E-mail	I am writing to share my thoughts regarding the replacement of the Tappan Zee bridge. I am disappointed that the newest proposals are only for replacing the road portion of the project. I feel it is absolutely crucial that some form of mass transit is a component of the project. It is understandable that financing is an issue... but as history has shown use... infrastructure is VITAL to quality of life. The Lower Hudson Valley desperately needs more transit options to help keep commuting times favorable, and to reduce pollution. As population and activity increases, those issues become even more poignant. I strongly feel it is short-sighted to basically just replace what is there now. Aside from the addition of shoulders on the road... there would be no real benefit gained. The Bus Rapid Transit is an absolute must in my opinion. The rail addition is desirable - but understandably more expensive. However, I see that the plan is for rail to be "potentially" added later. Myself, and many others, are quite skeptical when we hear that phrase. Many grand plans have been canceled over time because the reality is that cost of construction rarely, if ever, goes down (see 2nd ave. subway). The longer it takes to put plans into action - is the more financially straining they become. So that is why I don't think the rail component should be delayed either. I think that public/private partnerships are an avenue that must be explored in terms of funding. These are very competitive times for capital - so the region needs to be aggressive and creative as to how it goes about it. Anyone who travels the world knows that emerging countries (and some developed ones) are spending heavily on modernizing their infrastructure. The NYC metro area (of which the Hudson Valley is apart of) is the biggest economic force in the US - and second in the world to the Tokyo area. It is almost laughable the state of infrastructure in comparison to many major regions of the world. The "tri-state area" as a whole needs to do all it can to ensure inter-connectedness ease of movement throughout the region. It helps all of us economically. For instance - I've been to B&B's in rural areas in Orange and Dutchess county where many of the visitors are from NYC. As we also know the flow is reversed as persons who live farther north commute to White Plains, or to Stamford, or of course into NYC. Think of all the persons from the east of the Hudson travel to the Palisades mall... I could go on and on. The roads are already clogged - so an increase in mass transit is really the only long term solution. I encourage the planners to listen voice to the people of the region who in 20 years time (assuming life remains the same) to be burdened with even more traffic. Or the reverse could happen and people get fed up and just abandon the region because of the "lack of progress". Neither scenario is desirable.
263	Greenberg, Henry	27-Oct-11	Comment Form	[Comment on large white display chart showing cross-section, North Structure and South Structure, and lane widths.] My comment is that the inclusion of an emergency lane means that you people have some sanity and take the project seriously, considering. But your design is not the best possible alternative which is state of the art and what the people of New York can look at with awe. Your deadline for public comment is Nov. 15 but you contact me for the details of my design which is the best possible design. You people are short sighted and lack a lot!!!
264	Greenberg, Henry	27-Oct-11	Comment Form	And what is your garbage about building one span first and the 2nd span possibly and later in the future?? Your crazy. It costs less to build 2 spans at the same time!!!
265	Greenberg, Henry	27-Oct-11	Comment Form	Your bridge design does not go far enough. It is short [sighted] regarding traffic for the remainder of this 21st century. President Obama wants the best bridge possible. My bridge design is the ultimate in every respect. See my ad in the paper. Journal News Oct. 23. Your bridge is also deficient [in] an emergency. President Obama wants the best bridge possible!!!
266	Greenberg, Henry	27-Oct-11	Comment Form	[H. Greenberg submitted a Journal News advertisement attached to the comment card showing his plan]
267	Greenberg, Henry	27-Oct-11	Oral Testimony	The bridge should be a model in every respect. And I oppose the bicycle path and the path for people to walk across the bridge because it's not healthy. A hundred and forty thousand cars and trucks pass over the bridge every day now. And in five years, it's going to be more than that. It's a lot of pollution. And anyone riding a bicycle or walking across the three-mile span is going to breathe in all that pollution in their lungs. It's not healthy. It's bad for the lungs.
268	Greenberg, Henry	27-Oct-11	Oral Testimony	I left a diagram of my plan in the comment box in the other room and my phone number's there on it to get in touch with me.
269	Greenberg, Henry	27-Oct-11	Oral Testimony	The plan that is put forth in the other room is 5.2 billion for a northern span which included a bicycle path and then a southern span, but it's very vague about how much the spans cost, and I have the feeling that the 5.2 billion is going to the northern span because that's going to be built first. And then sometime in the future they'll build the southern span for an additional unknown billions of dollars that they haven't said about. So they're not telling us the whole truth about this, about when the spans are going to be built, how much they're going to cost.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
270	Grieve-Smith, Angus B.	15-Nov-11	E-mail	I would like to see an honest environmental review of your plans for the Tappan Zee Bridge replacement, as recommended by Cap'n Transit: Please consider a true "no build alternative" that would eliminate the unsafe seventh lane and reduce traffic on the bridge and raise tolls enough to cover maintenance. Please set a scope for people, not for "the crossing," that allows for the possibility of deactivating the bridge. If you are going to consider raising tolls to fund bridge replacement, please also consider raising funds to the same levels, for bridge maintenance. http://capntransit.blogspot.com/2011/11/real-no-build-option-for-Tappan-zee.html Please use honest projections of job, housing and traffic growth that take into account current trends in housing and transportation. http://capntransit.blogspot.com/2011/11/end-of-sprawl-has-come-to-westchester.html Please also use projections that take into account the fact that people will not move, create jobs or drive if it's too expensive or inconvenient. http://capntransit.blogspot.com/2011/10/unreliable-projections.html Please put at least HO/T lanes on every build alternative, and include an alternative with commuter rail as part of the project, not as an afterthought.
271	Gromack, Alexander J. Supervisor, Town of Clarkstown	27-Oct-11	Letter	Finally our Town Task Force was formed to make sure the concerns of our residents would be addressed, concerns with the protection of our historic district in West Nyack, traffic congestion on local roads, reconstruction of exits off the Thruway, and drainage impacts. Our Task Force intends to ensure that Clarkstown cannot merely sustain the impacts of the project, but will benefit from it.
272	Gromack, Alexander J. Supervisor, Town of Clarkstown	27-Oct-11	Letter	Now we have a "new" project, the Tappan Zee Bridge River Crossing project. The Town's questions and concerns, so far, appear to be the same. The scoping information packet we were provided has very little information regarding the long-term solution to growth and congestion. The document does not have a "proposed action" as would be typical for a scoping report. It has only 2 alternatives: don't build a bridge or build a bridge, which is no choice at all. All it says is that the bridge will be replaced with 4 lanes in each direction, with shoulders and bike and pedestrian ways and that the design will not "preclude future trans-Hudson transit services." The real question in all this is "When?" When does Rockland actually get the transit service especially Bus Rapid Transit? When does the rest of the Thruway actually get improved as it has been in Westchester? Where is the solution to the region's congestion and long-term growth? We need a solution now or at least a goal towards which to work. All of the reports we've received, all of the presentations we've heard, all of them ignore a basic fact: We have rail and this Town has a train station already, the Nanuet train station. We need to invest in the Passaic Valley Rail Line and integrate it with whatever transit does come, if it comes, with the Bridge. We also need to recognize that the expansive population growth we need to tackle is not here, not just in Clarkstown, but west and north. Rockland should not be treated as a pass-through or the last stop, as it has in the past. It needs a Bridge and a long-term plan and solution worthy of its people.
273	Gromada, John	15-Nov-11	E-mail	The economy and environment of Rockland and Westchester counties depend heavily on transportation options on a new Tappan Zee Bridge. The economic benefits of new TZ public transportation will far exceed the short term costs of building a new transportation system, and all of New York will benefit. Please do not overlook the hidden costs of building a bridge with no transportation option- the environmental and health costs of increasing traffic congestion need to be seriously considered in your analysis. Even Bus Rapid Transit, a relatively inexpensive option will be a great boon to the area. I hope you will do the right thing and give our corridor the transit options we so desperately need.
274	GUALTIERI, RICHARD	25-Oct-11	Oral Testimony	there has been a great deal of interest in public transit, which we are being told is not affordable at this time. But I wonder why it would not be possible to advance engineering studies relating to public transit elements. Even if they could not be constructed at this time, but at least the studies would be able to be ongoing in the parallel track to the developments of the replacement bridge, and later integrated into the system.
275	Guzenko, Jelena	14-Nov-11	E-mail	I would like to provide following comment on the Tappan Zee River Crossing Project for the Nov 15th 2011 deadline: Adding commuter rail to the I-287 Corridor is the only viable way to address current issues with Tappan Zee bridge. Solution such as adding extra lanes to the bridge would be costly, ineffective and temporary elevation of some of the symptoms of the problem without yet addressing the core. By adding the commuter rail, you would address environmental and economical issues while improving air quality, greatly enhance local and regional mobility, spur economic growth in the region and last but not least significantly add to general happiness and well-being of the large and growing group of daily commuters. Please modify your design to include commuter rail on the Tappan Zee bridge.
276	Hamilton, Andy East Coast Greenway as Mid-Atlantic Coordinator	25-Oct-11	Oral Testimony	the bike and pedestrian access on the bridge is a critical component for the livability of the region and the economic development of the region. It's just so significantly important to the region that there be bicycle, pedestrian access for the communities.
277	Hausner, Stephanie Councilwoman, Town of Clarkstown	27-Oct-11	Oral Testimony	I hope there's a real plan in place for the train. The first option that you showed earlier to add the transit on the already existing bridge seems to me to make a lot more sense than the potential for a third bridge, which I agree with some of my colleagues would destroy the river villages area, and also an in-between bridge because I just feel like that's a pipe dream and it just means transit is never going to happen, and I don't think we can afford for that to happen. For the future viability for our Town and our County, it's imperative that transit options are included and not be completely taken off the table, and they're part of a larger transit plan for the region. And I would like to see the bus rapid transit be part of this initial plan even if the computer train has to come later on.
278	Haver, David	27-Oct-11	Comment Form	Mass transit would be nice but the tax payer can't afford it.
279	Haver, David	27-Oct-11	Comment Form	In these times I agree that this is the most you can do.
280	Heimroth, Heath Office of Senator Dilan	15-Nov-11	E-mail	"Shall Not Preclude" Framework & Transit Inclusion. After years of consultation, a number of planning advocates, local officials and local communities worked with federal and state officials to craft a sustainable Hudson River crossing. This jointly agreed upon crossing would have implemented bus rapid transit and rail infrastructure to more efficiently accommodate a surrounding region that by your estimates may add over 3.5 million people and nearly 2 million jobs. Your Scoping Information Packet for the new EIS lists an element of its public investment goal as "not preclude[ing] future trans-Hudson transit services," but little explanation is offered as to how this can be accomplished. While both the scoping packet and the public briefing discuss the construction of the 3-mile river crossings in a way that will provide adequate spacing (at least 46') and/or structural support to accommodate a transit component, they fail to address what changes will be needed on either end of the bridge to continue the transit corridor into the communities beyond the bridge itself. The documents also fail to discuss how particular span configurations could limit future transit infrastructure options both on and at either end of the new bridge. A few baseline questions emerge: How can one build a bridge that does not include transit in a way that it will not be excluded in future years? Where can or will the transit infrastructure go, if it is connected to or next to the proposed spans? Should a second siting tier of the EIS be introduced, so this issue can be fully considered before moving ahead with construction of the new spans?
281	Higgins, Dan Harness the Hudson	25-Oct-11	Oral Testimony	If we're going to use the mass transit system, we think that you should use the General Motors' site as the site of the rail yards that will allow connection to Metro-North. And it will create jobs. Now, as that site will have a connection from north, south, east, and west, it will make it a great place to build a conference center. As off the grid as you can make it, that will also create jobs.
282	Higgins, Dan Harness the Hudson	25-Oct-11	Oral Testimony	we believe that the Tappan Zee Bridge should be rebuilt as a green power generating station using wind turbines, water turbines, tidal, hydrokinetic, solar. And in this way, turning around and thinking a little bit instead of just building a bridge and adding these things on, actually build the bridge as a green power generating facility.
283	Higgins, Dan Harness the Hudson	25-Oct-11	Oral Testimony	You need a place to store power when you have irregular power generation like you do with green power. You could also use the GM site for that. And as events in Japan have shown, it's good to have power storage near a nuclear power plant. In case anything should happen at Indian Point, you have a backup. You have emergency power.

**APPENDIX B
LIST OF COMMENTS**

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284	Hintersteiner, Robert	25-Oct-11	Oral Testimony	What happens is that the Thruway was built in 1955 cheaply in five years. Now the Thruway is going to be rebuilt again on a cheap way basis, only connecting the two portals, nothing on both sides to help mass transit. We have to get a bridge that lasts more than 60 years.
285	Hintersteiner, Robert	25-Oct-11	Oral Testimony	Then we've got to do something to put in mass transit.
286	Hintersteiner, Robert	25-Oct-11	Oral Testimony	If you replace the bridge with eight lanes and no mass transportation, this is going to create problems. The proposed Tappan Zee Bridge will not be able to handle the existing traffic or the future traffic.
287	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	This will serve as public comment upon the proposed Tappan Zee Hudson River Crossing Project. First, allow me to offer that from a purely business and planning perspective the need for a new Tappan Zee Bridge is clear. During the workshop presentation you offered in Clarkstown Town Hall earlier this year, you aptly drove home the point that the existing bridge must be replaced. The sheer cost of the annual repairs to the decking, superstructure and supports are such that a new bridge is not only warranted but needed. Further, despite these excessive outlays this does not insure that the bridge will last for any meaningful period of time and a new bridge is needed to insure the safety and economic vitality of the entire region. I offer that it has always been my preference that a multi-tube tunnel crossing be implemented. It is my strong belief that a multi tube tunnel would have the least environmental impact and provide the greatest benefits for the future of the region. Alas, it is indeed unfortunate that this has been eliminated from consideration. Thus, my comments refer to specific concerns that the new project raises that I will now address.
288	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	Moreover, I am concerned that since the project has been reduced to a bridge and no longer a larger corridor project that other impacts are not being evaluated as part of the environmental review. In particular the increased capacity with the additional permanent lanes will have widespread impact along the adjoining feeder roadways that is also not being addressed. The project is not narrow in scope yet the review has been narrowed and does not propose mitigation for the environmental impacts that increased capacity the new bridge will bring along the Rockland Corridor. The new bridge will have widespread impact and not including mitigation for the increased traffic that will clearly result would also appear to be segmentation. I urge you and the NYSTA to include all of the environmental impacts from increased traffic the bridge project will bring to the region as part of the review otherwise this would appear to be segmentation.
289	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	I will continue to advocate both personally and as an elected official for the residents of Clarkstown and Rockland County for a fuller review and added improvements along the corridor to reduce the impact that this new project will bring. The increased capacity without any additional mitigation is not only segmentation in my view but will forever negatively impacts the residents of Clarkstown and Rockland County if the project continues as it is proposed.
290	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	Second, I must also urge that the existing commuter rail lines, most especially the Pascack Valley Line and to a lesser extent the Port Jervis Lines be incorporated into this project as a form of mitigation for environmental impact the added traffic capacity of the new bridge will bring to the region. As you so ably stated during your appearance at the Clarkstown Town Board workshop earlier this summer, the "Pascack Valley line is a single track line with limitations." While I concur, it already exists and crosses over the thruway in Nanuet in relatively close proximity to the Exit 14 interchange. It also crosses under the Thruway further up in the Hillburn/Suffern area. It would appear that for the low expense of an added station in Nanuet and possibly in Hillburn that these lines would be able to accommodate more riders to New Jersey and via transfer to Manhattan. Admittedly, the line has limitations but it already exists and crosses the Thruway. It would appear that to not incorporate this line in some fashion is both shortsighted and a lost opportunity to actually mitigate a portion of the increased traffic capacity the bridge will bring to Rockland. While on the one hand I am heartened to learn that the new plan does not include the elevated train line that would have had a serious and deleterious impact upon the residents of the West Nyack, Bardonia and Nanuet which would have obliterated the view-shed it would appear that the new plan has gone in the opposite direction. The prior plan did not project rail until ten years after the bridge was to be completed; this plan is silent on rail but proposes a bridge that is built to allow rail in the future and fails to even recognize the two commuter rail lines that actually cross over and under the thruway in Rockland County. If the Pascack Valley and even Port Jervis Lines were included and interconnected in Nanuet and Hillburn it would directly mitigate a portion of increased capacity of traffic that the bridge clearly will bring to the region. Moreover, the integration of these lines will have an almost immediate impact and should be seriously considered. The increase in traffic that a bridge with larger capacity brings can more easily be mitigated by additional transit options and infrastructure improvements along the immediate corridor. I urge you and the project team to add necessary improvements in the planning and review stages including the reduction of the bottleneck in Central Nyack on the Northbound lanes and necessary improvements at the exits along the immediate corridor as well as the inclusion of interconnection of the existing rail to mitigate the environmental impacts the increase in traffic that the new bridge will bring to the entire region.
291	Hogan, Michael	27-Oct-11	Oral Testimony	Mass transit, HOV, BRT, and rail, must be part of phase one.
292	Hoyt, Robert	27-Oct-11	Oral Testimony	The point I'm saying is that I think all of this very nice proposal that the Governor had the President agree to, kind of took everybody off the hook and everyone now is running into just doing the one thing, and that's putting a new bridge in our community without kind of thinking about Rockland County or Westchester County and all of the other proposals that were made for the last nine years... And my view is that I'm disappointed, that's all. I'm pleased about the bridge but I'm disappointed about the mass transit and all of the other infrastructure ideas that were put forth.
293	Hughes, Don	7-Nov-11	E-mail	Tappan Zee Hudson River Crossing Project Scoping Comments: 1) Please comment on the future impact to the environment and economic vitality of the region of limiting the project to only accommodating increased motor vehicle use instead of addressing the region's total transportation needs. 2) Please study the likelihood that an optional mass transit component will ever actually be built being sure to reference other NYS transportation projects with optional components.
294	Israhin, Rita	27-Oct-11	Comment Form	Consider a park to cover the Nyack part of the highway.
295	Israhin, Rita	27-Oct-11	Comment Form	I hope that a larger vision can prevail with installation of a transit line sooner rather than later.
296	Jacob, Klaus	13-Oct-11	E-mail	If 3A is a seemingly correct answer to Q3, a century includes times in which it is questionable that automobile-based commuting as we understand it now with petro-based fossil fuels will be a matter of the past. Hence a transit based economy is environmentally a necessity, not speaking of climate change issues and reducing CO2 green-house gas emission arguments.
297	Jacob, Klaus	13-Oct-11	E-mail	I don't think that just because the TZB was chosen by the current administration to qualify for the stimulus/job-creation program, we should repeat our past mistakes with short-sighted highway-only solutions without bringing transit options for local communities into the play, at least as a PLANNED future ad-on.
298	Jacob, Klaus	13-Oct-11	E-mail	One should insist on some kind of FLEXIBLE option, that -- if absolutely needed -- for the sake of finding an affordable solution now, may limit the SUPER-structure to be temporarily limited to a highway option only, but where the FOUNDATIONS are built such that at some future time they can accommodate transit options when fossil fuel prices may have sky-rocketed to the point that ordinary folks won't be able to afford to commute in their own cars. The connection of seamless transit options to NYC must be built in as an option for the future, when the city will have limits imposed how many cars can come into it. While NYC Mayor Bloomberg failed in the short run to impose such limits on automobile access, this will be inevitably coming back in the future. The TZB crossing should help, not hinder to bring this about, the sooner the better.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
299	Jacob, Klaus	27-Oct-11	Oral Testimony	I would suggest that as part of the Environmental Impact Statement there should be a comparison on how much environmental impact can be avoided or not avoided depending on when the public transit will be added to the bridge. So there should be a time horizon, 10 years, 20 years, 30 years, if it must be 50 years, in terms of things even like greenhouse gas emissions, in terms of pollution, and other benefits that would arise to the communities if we had public transit. I think this is important to put a dollar sign on that simply to advance the time at which transit is being introduced at the earliest possible time. We are paying with health and other issues if we do not get the public transit at the earliest possible time limit.
300	Jacob, Klaus	13-Oct-11	E-mail	This River crossing will have the determining factor for future land use in much of the lower Hudson Valley and beyond (especially Orange and other counties west of the Hudson). To freeze the development of these counties into an automobile-based land use, as the current NOI seems to do, without flexible options to add at least at a later time public transit options is a fundamental mistake.
301	Jacob, Klaus	13-Oct-11	E-mail	What is the expected useful lifetime of the TZB River crossing? (A: probably it should be on the order of 100 years, earlier statements of NYS DOT mentioned at some point 150 years).
302	Jaffe, Ellen New York Cycle Club	4-Nov-11	E-mail	Parking and congestion are also an issue. Since we believe the new bridge will attract tourists in much the same way as the Walkway over the Hudson in Poughkeepsie, there should be accommodation on both sides of the river for car parking. This is probably less a problem in Tarrytown because the Metro-North parking lot is not particularly crowded on weekends.
303	Jaffe, Ellen New York Cycle Club	4-Nov-11	E-mail	Assuming the east side ramp will connect to Route 9 (Broadway) in Tarrytown, traffic signal accommodation must be made for cyclists who wish to cross to the northbound side of Broadway. Thank you for considering the needs of cyclists in this important transportation project. Please add our names to the Tappan Zee Hudson River Crossing Project mailing list.
304	Jaffee, Ellen New York State Assembly	27-Oct-11	Oral Testimony	In terms of the decision to move the process forward without the mass transit component, that's important, especially in light of the financial constraints that this project faces, and it is essential that we continue to look forward. And if there is a mass transit component, looking at bus rapid transit is a much better option than the rail component. The commuter rail would be very detrimental to the communities and there just isn't any kind of real study or any kind of understanding that -- it's a wide misconception that people traveling west across the Tappan Zee Bridge are going to Manhattan. Their numbers are just not there. So less than 10 percent of the commuters travel to midtown and over 90 percent are going to points west, Long Island, Connecticut, Westchester. The bus rapid transit meets the needs... Bus rapid transit would cost a fraction of what rail would and would really serve the public better and the environment.
305	Jaffee, Ellen New York State Assembly	27-Oct-11	Oral Testimony	the topography of Rockland County, as has been noted, is very poor for rail and would require extensive tunnel cuts and staggeringly high elevated areas. The noise and vibrations disrupt communities along the corridor with no cost benefit. It certainly won't remove the critical mass of vehicles needed to improve our air quality.
306	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	Rockland Bicycling Club represents hundreds of recreational cyclists in Rockland County, New York. We are writing to comment on the Tappan Zee Hudson River Crossing Project Scoping process. We're pleased that a bicycle/pedestrian path appears in both of the bridge designs being considered. The path will be an important component of the transportation network in the region.
307	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	We urge you to deliver the intended bicycle/pedestrian facility on the river crossing. It's our belief that the bicycle/pedestrian path will see a high numbers of users. The bicycle/pedestrian path will be a valuable recreation destination for cyclists from the entire tri-state region and it will draw tourists from all directions. It will also provide an important commuter route, allowing some of our members to arrive at their jobs without driving over the bridge before biking the rest of the way. (In Minneapolis-St. Paul, where the average Dec.-Feb. temperature is just 130F, 19% of bicyclists continue to ride in winter). The environmental, social, health and economic benefits that will accrue to our population and our communities from access to attractive biking and walking accommodations on the new bridge must not be underestimated. The bike path will deliver users to employment, dining, entertainment and other activities in Westchester, Rockland, NYC, and beyond.
308	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	The George Washington and Bear Mountain Bridges see substantial bicycle/pedestrian usage; a Tappan Zee Hudson River bicycle/pedestrian crossing between Rockland and Westchester Counties could have even greater appeal. Thank you for considering our comments and the interests of bicyclists in this transportation project that's so important to the future for all of us.
309	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	Though not explicitly cited in the scoping information packet, the entrances to both sides of the bridge must be designed with safety and ease of access in mind; the ramps for bikes, if possible, should be separate from pedestrian ramps and stairs. Grades should be gentle, preferably not more than 2-3%. The entrance ramps should not have any sharp turns or corners. In order to allow safe entry to the west side of the bridge, the access ramp for bicycles could originate at the Raymond G. Esposito Trail that runs between Nyack and Piermont. That distance would permit a gradual climb to the path on the bridge's north side, while also averting sharp turns on the ramp.
310	Kager, Seth	25-Oct-11	Oral Testimony	We don't want cars. We want mass transit. We want trains. We want to be able to get around the suburbs, which are connected only by roads, by modes of transportation which are more accessible and that are less detrimental to our environment. The more that you invest in mass transit options, the more that you invest in rail options, the better it will be for our future... And even if you kick the can down the road, we would like to see an enforceable contract against that to say that you will, in fact, build it if you do plan on kicking it down the road, because we don't want it turning out the way that the George Washington Bridge did.
311	Kaminski, David	27-Oct-11	Comment Form	Please make sure to include adequate walkway and bicycle paths. These can reduce the carbon footprint in the future and provide excellent recreation/exercise opportunities.
312	Kaminski, David	27-Oct-11	Comment Form	Train service would transform the traffic and access. Please make sure this component is well-planned for in the future.
313	Karel, Avram	13-Nov-11	E-mail	Second, the concept of preserving the TZ Bridge as a pedestrian/cycling park similar to the bridge crossing in Poughkeepsie would be a most amazing and wonderful event in my lifetime. I realize there are maintenance issues for the bridge, but if not used for vehicles, would it meet criteria for being a park?
314	Karel, Avram	13-Nov-11	E-mail	I was born in 1953, just two years before the TZ Bridge was opened. I lived most of my life in Rockland County and now in Westchester County. I have driven over the bridge so many times during my lifetime and always remain in awe of how beautiful the view is on the three mile crossing. In 2007, I discovered a new love for cycling and have become an active member of the Westchester Cycle Club as their Rides Chair from September 2008 to present. Our club has over 1300 members. Plus there are numerous cycling clubs throughout the local area with interest in bridge crossings. Each year I cycle 4000 to 5000 miles, including rides over the George Washington Bridge, Bear Mountain Bridge, Newburgh Beacon Bridge, Poughkeepsie Bridge and the new walkway park bridge in Poughkeepsie. A few years ago I also crossed the TZ Bridge as part of the MS bike ride to Bear Mountain and back to Tarrytown. What a thrill! After years of driving over that bridge, I finally biked over it. I attended the recent scoping session at the Double Tree Hotel in Tarrytown. First, I'm including a copy of the letter (below) sent to you by Stan Avedon, owner of Hastings Velo bicycle shop, to say I support his letter.
315	Karel, Avram	13-Nov-11	E-mail	Third, I am so thrilled that a pedestrian/cycling lane is going to be included on the new bridge. So, the summary is: I strongly encourage and support the use of the existing bridge as a park and the addition of the pedestrian/ cycling lane on the new bridge. Please add my name to the Tappan Zee Hudson River Crossing Project mailing list.
316	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Alternatives - Discussion in the EIS should include a single structure in addition to the preferred twin structures pointing out the advantages and disadvantages of each. If preliminary investigation identified fatal flaws or reasons why a single structure is not preferred, the EIS should provide a rational basis for precluding in-depth analysis. The long span option is unclear as to the number of lanes on each level. It appears that there will be four lanes on each level for a total of 16 lanes (both directions)
317	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Rejection of southern replacement alignment should be explained in detail in DEIS

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
318	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	The EIS should discuss rejection of single span structure.
319	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 2-6 - Although a separate and independent environmental review will be required for future transit proposals, the accommodation for transit and options considered should be discussed.
320	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 1-7 - is 100 years a realistic time frame before major maintenance is required?
321	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 2-5 - While a two bridge vice a single bridge option provides operational flexibility for vehicular traffic it provides a lengthy "tunnel" for navigation to pass through. Continuing on page 2-6 the overall width of the structure (s) is explained to be 194 feet (220 feet when including a 42 ft gap for future transit options). The existing bridge width is approx 85 ft wide. This 100 foot increase and its impact on navigation need to be addressed.
322	Kavesh, Richard Mayor, Village of Nyack	25-Oct-11	Oral Testimony	It has gone from mass transit to no mass transit. And to say that you've proposed something that does not preclude mass transit is a lot different than proposing something that includes mass transit from the very beginning. And that's what we have to have is mass transit from the very beginning... We need to have bus rapid transit from the very beginning of this project. We need to do it once, we need to build it right, and we need to build it with bus rapid transit from the very beginning.
323	Kehoe, Brian New York Bicycling Coalition (NYBC)	28-Oct-11	Letter	New York Bicycling Coalition (NYBC), is a statewide organization of groups and individuals who are interested in, and depending on safe bicycling in New York State. We have been working to help and encourage NYS DOT, local governments, MPOs and traffic safety and education oriented entities such as the Governor's Traffic Safety Council improve the conditions for safe bicycling thought the state. Our two decades of work frequently involved us with the improvement of conditions for both bicyclists and pedestrians associated with selected, important projects. NYBC long recognized the importance of the upcoming rehabilitation or replacement of the Tappan Zee Bridge (TZB) for the provision of a safe and attractive bicycle and pedestrian crossing of the Hudson River. No such crossing is available for a 30-mile reach of the Hudson River though the adjoining municipalities include some of the greatest density of population and employment in the nation.
324	Kehoe, Brian New York Bicycling Coalition (NYBC)	28-Oct-11	Letter	Our correspondence with State DOT and NYSTA officials and staff regarding the TZB dates back to 2005, and includes testimony provided at the public meetings and workshops held that year and afterward. We were delighted to have a representative, Ivan P. Varnos AICP join your Bicycle and Pedestrian Advisory Panel working with the planning for options that best serve these needs for a bicycle and pedestrian crossing. After review of the Scoping Information Packet for the Tappan Zee Hudson River Crossing Project, dated October 2011 we were delighted to note that both options to be considered include a 14 foot multi-use path on the north side of the westbound bridge that the Advisory Panel last discussed (as stated on pages 2-6 and 2-7). We were also happy to see that the provision of this strategic "trans-Hudson access for cyclists and pedestrians" was recognized as part of the project's goals and objectives (page 1-7).
325	Kehoe, Brian New York Bicycling Coalition (NYBC)	28-Oct-11	Letter	NYBC recognizes that that the Scoping document lacks much of the detail that the Bicycle and Pedestrian Advisory Panel was working on with DOT and NYSTA staff and consultants. We hope that this working group is reconvened to help design a safe and attractive multi-use path and on the connections to the rich and well used trails, routes and commuting destinations on both sides of the river. To help facilitate this work, we've asked Mr. Varnos, a known expert in bicycle and pedestrian system and trails, to continue to represent NYBC on this advisory panel if (when) it next convenes. Mr. Varnos will provide additional comments regarding the bicycle and pedestrian element in the scoping document. Thank you for the opportunity to comment.
326	Kehoe, Brian New York Bicycling Coalition (NYBC)	28-Oct-11	Letter	On the other hand, we are disappointed that better transit options were not included on the currently planned, improved new bridge, even if a program serving a bus rapid transit (BRT) operation was not tailored to meet this need. We hope that some initial, planned mass transit program be reconsidered to operate on the initially constructed bridge. If such BRT options are to be considered, we request that bike racks on such buses be included to help broaden the use of these buses. NYBC would be happy to discuss successful transit systems with bike racks throughout the state with the planning staff working on the bridge planning.
327	Kellermann, Ellen	15-Nov-11	E-mail	Residents of Rockland County and New Jersey should be encouraged to utilize existing mass transit on their side of the bridge, and/or to provide bus and/or rail traffic there, to prolong the life of the structure, whether it is refurbished or replaced.
328	Kent, Tobin	25-Oct-11	Oral Testimony	The current bridge is very noisy. We hear truck tires, motorcycles, cars at all hours of the day and night, and in my house in our bedrooms, on our streets. I would like the new bridge or bridges to be built with noise reduction in mind.
329	Kilerciyan, Susan	25-Oct-11	Oral Testimony	The tunnel would eliminate snow plowing, sanding, salt, and countless other maintenance operations...
330	Kilerciyan, Susan	25-Oct-11	Oral Testimony	You must keep a rail option or monorail option in the plans or at least reserve the space for a two-way rail system in the future so that when funding is available, it can be added.
331	Kintisch, Lawrence	27-Oct-11	Oral Testimony	The new scope ignores the expected reality of future increasingly higher fuel cost (and the resulting economic retraction) that will limit the need for private car and large truck traffic. With gas prices rising over the next two decades from five dollars to seven dollars to ten dollars to fifteen dollars to twenty dollars, there will be a major collapse of the "suburban economy," suburbia built in an era of cheap gas, with it's incompetent "travel freely everywhere at any time in my car or truck" philosophy. A better proposal for now into the 2050 time frame is for reducing the bridge capacity with a smaller number of traffic lanes and including structural capacity for commuter rail tracks, but with light rail and then bus rapid transit included in the project. Existing traffic (private car and large truck) can be immediately reduced by punitive toll structures, carpool systems and incentives, and time of day restrictions.
332	Kintisch, Lawrence	27-Oct-11	Oral Testimony	In addition the Interchange ten area, and the toll plaza in Tarrytown area should be included in the scope of this project to include, in the airspace above both areas, large multi-story parking and transit station structures each covering a few acres that will allow many hundreds of vehicles (from south Route 9W and the Route 9 corridor) a parking, carpool, and transit option now missing in our region. A similar large facility at Interchange twelve for the Route 303 corridor is also desirable. By building a smaller bridge these ancillary facilities can be built within a similar overall cost.
333	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	FCWC has always believed that when replaced or revitalized, the Tappan Zee Bridge should accommodate mass transit as well as cars and trucks. There is no argument that the current bridge has reached its capacity, and if mass transit, in the form of Bus Rapid Transit at least, is not included at the outset, the new bridge will immediately be at or over capacity.
334	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	During the planning process FCWC has strongly favored and continues to favor a solution that includes a cross county rail option to connect our five existing north-south rail lines. In our opinion, this would be the best long term solution for the entire region.
335	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	FCWC is please that the Obama administration has decided to fast-track the Tappan Zee Bridge project; however, this must not be done by eliminating the options for mass transit that have been thoroughly discussed and planned for during the entire planning process. The idea of supporting a new bridge without mass transit should be energetically opposed..
336	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	The new Tappan Zee Bridge must include plans for a Bus Rapid Transit (BRT) system to get more people out of their personal vehicles - and MUST include the capacity for adding rail mass transit as soon as possible.
337	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	Just as the original designers of the Tappan Zee Bridge did not imagine the sheer number of people who now commute over the bridge, we do not know in detail what future transportation in the region may look like. We do know that a bridge that is built without mass transit will not be adequate. We need to plan for both the present and the future. We need to ensure that the new Tappan Zee Bridge can serve a growing population, the issues of higher fuel costs, and global climate change.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
338	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Letter	The time to implement the capacity for these multi-modal solutions is NOW, and not as a possible future expansion that may not occur.
339	Klein, Jason Federated Conservationists of Westchester County	25-Oct-11	Oral Testimony	FCWC has always believed that when replaced or rehabilitated, the Tappan Zee Bridge should accommodate mass transit as well as cars and trucks. There is no argument that the current bridge has reached its capacity. And if mass transit in the form of bus rapid transit at least is not included at the outset, the new bridge will immediately be at or over capacity. During the planning process, FCWC has strongly favored and continues to favor a solution that includes a cross-county rail option to connect our five existing north-south train lines. In our opinion, this would be the best long-term solution for the entire region. The idea of supporting a new bridge without mass transit should be energetically opposed. The new Tappan Zee Bridge must include plans for a bus rapid transit system to get more people out of their personal vehicles and must include the capacity for adding rail mass transit as soon as possible. Just as the original designers of the Tappan Zee Bridge did not imagine the sheer number of people who now commute over the bridge, we do not know in detail what future transportation in the region may look like. We do know that a bridge that is built without mass transit will not be adequate. We need to plan for both the present and the future. We need to ensure that the new Tappan Zee Bridge can serve a growing population, the issues of higher fuel costs, and global climate change.
340	Klose, Peter Chairman, Planning Board of the Village of Nyack	27-Oct-11	Oral Testimony	I also express my sincere concern that they're not putting mass transit on this bridge. We're only increasing our dependence on foreign oil and on other carbon products by encouraging additional motor vehicles to travel across this bridge without any mass transit component to this project. It seems ridiculous to spend billions of dollars on a plan that doesn't include such mass transit.
341	Knight, Alex	14-Nov-11	E-mail	I am writing to express my disappointment with the current Tappan Zee Bridge replacement plan. The lack of an immediate transit option in the initial build is unacceptable and a waste of taxpayer money. In addition, the fact that the new bridge would actually add a lane of auto traffic above the current bridge's capacity is even more frustrating. If the bridge were to provide 6 auto lanes instead of 8, that would enable the state to employ BRT lanes in both directions at a tiny fraction of the current \$1 billion estimate for BRT. If we want to be smart about how we're spending our money, THIS is how we ought to be thinking. More car lanes leads to more car traffic. And the last thing we need in the region is more car traffic. Implementing at least some form of dedicated transit in the bridge up front is essential to keeping the region competitive. Sacrificing car space in favor of transit is the right way to keep costs down, not the other way around. Please reconsider the plan and avoid worsening the traffic problems of the area by subscribing to the antiquated line of thinking that more lanes reduced traffic.
342	Knight, Robert Town of Clarkstown	27-Oct-11	Oral Testimony	So I hope you don't do the same thing again and build two new bridges to replace it that are only going to last 50 years and then come back again and scratch your head and say, what are we going to do next.
343	Knowlton, Steven P. Marie Lorenzini, Village of Nyack Liaison to the Tappan Zee Bridge/287 Corridor Project Trustee, Village of Nyack	17-Oct-11	E-mail	Without a mass-transit option the "new" Tappan Zee Bridge will be nothing more than the 1955 bridge, simply newer. Mr. Anderson, Project Director was fond of saying at public outreach meetings for the Corridor Project that "you can't build yourself out of congestion." Another fond saying: "If you build it (extra traffic lanes on the new bridge) they will fill it." A key concept of the Corridor Project (as opposed to simply a River Crossing) was looking at the new Tappan Zee Bridge structure as only a part of the region's transportation solution. Integration of mass transit along the entire I-287 Corridor is essential in achieving a durable solution to the region's traffic volume that is forecasted to increase in the coming decades. The "River Crossing" program will give us only a bridge, and one that will be inadequate to handle the expected volume almost before it opens.
344	Knowlton, Steven P. Trustee, Village of Nyack	17-Oct-11	E-mail	we write today to express our profound disappointment and dismay at the sudden gutting of the mass transit and bicycle/pedestrian options from the former "Tappan Zee Bridge/287 Corridor Project." The recklessness of these actions betrays the long hours of dedicated volunteer work and travel that citizens like us had invested in the project over the previous years. During that work we remained cautiously optimistic that the public outreach and citizen participation would lead to substantive progress in the project that would both protect the interests of affected municipalities like Nyack and enhance the effectiveness of the new Tappan Zee Bridge Corridor to move traffic and people efficiently.
345	Knowlton, Steven P. Trustee, Village of Nyack	17-Oct-11	E-mail	And as for the promise of mass transit to be added later when funding becomes available: we've all heard that before. One need only look 20 miles to the South to witness a bridge still awaiting its promised, mass transit component---since 1931.
346	Knowlton, Steven P. Trustee, Village of Nyack	17-Oct-11	E-mail	As important, the "River Crossing" project does nothing to reduce the environmental impacts of increased traffic volume on the communities through which the I-287 Corridor passes. One of the original aims of the Corridor Project was not to simply mitigate the impacts of the 287 Corridor traffic, but improve the communities through which it passes and impacts. Without an integral mass transit option to ameliorate the increased traffic volume, those communities will be subject to ever increasing levels of air, noise and light pollution. Economic opportunities in these communities will suffer as a result of the unmitigated effects of the ever increasing vehicular traffic passing through them. If the "River Crossing" project goes forward in its current form any chance at advancing this effort through environmentally responsive green infrastructure will be irretrievably lost. This must not come to pass. The "River Crossing" project sacrifices the communities of Rockland and Westchester on the altar of political and economic expediency. This mistake was made once before, in 1955. It must not happen again.
347	Kogan, Margaret	25-Oct-11	Comment Form	I would vote for the long span option with 70 vs. 118 piles. This would be most aesthetically pleasing and least environmentally disruptive.
348	Kogan, Margaret	25-Oct-11	Comment Form	I would prefer and support the construction of a tunnel rather than a new bridge!
349	Kogan, Margaret	25-Oct-11	Comment Form	Bridge transit must include mass transit. Good that current design will allow it, very disappointing that original corridor design was rejected.
350	Kogan, Robert	25-Oct-11	Comment Form	The goal "providing a crossing that does not preclude future Hudson transit services" is weak. The goal should be that the structure must include infrastructure for future trans-Hudson transit services. In that view the long span solution with its greater option for mass transit is preferable.
351	Konduru, Somnath	27-Oct-11	Oral Testimony	Finally, whatever you do, please do not import made-in-China bridge and assemble it here as they have done in California.
352	Konduru, Somnath	27-Oct-11	Comment Form	I use Tappan Zee Bridge every day to commute to work. It is an absolute nightmare. I live about 18 miles from George Washington Bridge, and I can see NYC skyline from certain areas in Rockland County but cannot get to NYC via mass transportation. It takes 1.5 hrs. to Port Authority by bus, downtown NYC 2.25 hrs. each way. I am so close to NYC, there is no train to NYC from Rockland County, N.Y. This prevents me from taking jobs in NYC. TZ Bridge needs a train. Do not build a new bridge without a train. Also consider a bus lane, and a walking lane.
353	Konduru, Somnath	27-Oct-11	Oral Testimony	...if I have a job in the City, that is final destination, door to door, if it's downtown we are talking about close to three hours each way, close to three hours. So the point here is we definitely need a train over Tappan Zee Bridge that goes into New York City with a one seat ride ticket, that is you sit on the train and you don't change any other forms of transportation. You sit on the train and you arrive in Manhattan without having to change any other transportation vehicles...Do not -- please do not build the bridge without a train...Also I suggest you consider a bus lane and a path for people to walk and ride bicycles.
354	Konduru, Somnath	27-Oct-11	Oral Testimony	Basically, the same thing about mass transportation that everyone talked about. Please do not build a bridge without high speed train to New York City. I'm talking about not regular train but a high speed train.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
355	Kornfeld, Robert Friends of the Old Croton Aqueduct	25-Oct-11	Oral Testimony	When the original Thruway and Tappan Zee Bridge were constructed, the trail was severed for that portion, so now walkers and cyclists have to go out onto Route 9 and then go past all the highway entrances and exits, diners, gas stations. It's an extremely pedestrian-unfriendly situation. And then they re-enter the Trail just north of 119 by the Stop & Shop lot. I'm a Section 106 Consulting Party and this is an issue for the new Section 106 process, also, but we strongly advocate building a pedestrian bridge across the Thruway that will reconnect the sections of the Aqueduct. And it should also be linked in with the pedestrian and cycling lanes on the bridge to create a real intermodal corridor. It allows local traffic, you know, to walk to school, walking to work, and it also connects with the regional trail system.
356	Koss, Alan	10-Nov-11	E-mail	As a Rockland County resident for more than 45 years, and a former TZ Bridge commuter, I have followed the development of the planning for a TZ Bridge replacement with a great deal of interest. While discouraged at all the time it took to develop the initial series of bridge replacement options, it was heartening to see the thoroughness of the final product. I was particularly gratified to see the thought given to the options for including some form of public transit in the final report. It is obvious that the Orange/Rockland/Westchester area, and the broader Lower Hudson Valley area, will only continue to enlarge its current commuter problems by depending almost entirely upon larger roads for what will inevitably be greater automobile usage and traffic. Thus, I am very disappointed at the current rush to simply build a larger bridge and make still larger problems for the future.
357	Koss, Alan	10-Nov-11	E-mail	The short sightedness and timidity of government being demonstrated by the default option of building simply a larger version of the TZ Bridge will condemn area residents to a future of continued traffic jams and will bring no new economic vigor. The few years of employment that will be enjoyed by those involved in building the bridge will be paid for decades by a growing armada of commuters with no option but to continue to drive themselves to work with an ever lengthening commute time.
358	Koss, Alan	10-Nov-11	E-mail	Back in 1956 when the present TZ Bridge was completed, the criticism was then that it was too expensive and too big, and no one would ever use it. It's sizing was for 40K cars. The 140K cars it handles today was completely unforeseen. Building a TZ Bridge replacement today without a major public transit capability from the start will repeat that mistake of some 55 years ago, but with even more adverse results.
359	Kurland, Judith	27-Oct-11	Comment Form	We need mass transit - buses and train.
360	Laird-White, Jen Deputy Mayor, Village of Nyack	27-Oct-11	Oral Testimony	In one area, however, the plan is sorely lacking. This project needs mass transit, and it is our collective obligation to ensure that it will have it. We do not want the bridge of 1955, but the bridge of 2055, one that embraces the idea that one person/one car is not the way to go and that we must be smarter and fiercer in our protection of our resources, both economic and environmental, so that our grandchildren can have lives as good as the ones we live, if not better.
361	Laird-White, Jen Deputy Mayor, Village of Nyack	27-Oct-11	Oral Testimony	It's expensive, mass transit. It will be complicated to achieve. But I stand here and I ask all of us to join in the goal of having mass transit be a part of our bridge. We need to return to Washington, meet with the appropriate parties, and bring back the money to add commuter transit rail or bus rapid transit now. As a trustee of a river village, protecting the Hudson is a sacred trust. I am committed to working with the Governor, our local officials, and all of you to make sure that the federal commitment to this project includes some mass transit. Let's change the Scoping language from not preclude to definitely include.
362	Lannert, Joyce	25-Oct-11	Oral Testimony	I think the rail line was and still is a very poor idea to bring that down along the Metro-North railway line, and I'm glad that it's gone. We have a very congested railroad line in Metro-North and I don't see how adding to that makes any sense.
363	Lannert, Joyce	25-Oct-11	Oral Testimony	As far as bus rapid transit, there was some consideration early on about having a drop station directly under the Tappan Zee so that the rapid transit system wouldn't have to come into Tarrytown and use the Metro-North station there. Some sort of accommodation that way, and then a rapid transit system continuing along 287 would make much more sense because people do need to get as far over as Port Chester and places in between.
364	Lannert, Joyce	25-Oct-11	Oral Testimony	I'm happy to see a pedestrian crossway. I was involved in working on the RiverWalk, the Westchester County RiverWalk. We could have a complete circle across the Tappan Zee, up on the west side across the Bear Mountain Bridge. And it would be wonderful for tourism in the County. So I'm pleased to see that that's being considered.
365	Larson-Kelley, Lisa	15-Nov-11	E-mail	We need mass transit on a new Tappan Zee Bridge. We need to build a new bridge with the commuter rail line to Grand Central that Rockland County was promised. The current bus system is NOT adequate. Without mass transit, this project will be seen as a FAILURE to move into the future, it would be a short-sighted solution, giving us more decades of stagnation. Building without mass transit would be a missed opportunity that will be the LEGACY of the current decision makers for the next century.
366	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	When does Rockland actually get the transit service, especially bus rapid transit? When does the rest of the Thruway actually get improved as it has been in Westchester? Where is the solution to the region's congestion and long-term growth?... We have rail and this town has a train station already, the Nanuet train station. We need to invest in the Pascack Valley rail line and integrate it with whatever transit does come, if it comes, with the bridge.
367	Leavy, Patricia E. On Behalf of Kevin J. Plunkett Office of the County Executive Westchester County	15-Nov-11	E-mail	The Scoping Information Packet sets out one objective for the project as "providing a crossing that does not preclude future trans-Hudson transit services." Other objectives address transportation operations and safety. We support these objectives. However, because the preceding sections on project purpose and need do not discuss mobility and congestion to the extent necessary, the goals or objectives are incomplete. For over ten years, the NYS Department of Transportation has established a record that a new eight lane bridge will not address traffic congestion and that the provisions of new transit services are essential to help reduce congestion and provide mobility choices. The NYS DOT's findings based on the studies conducted were summarized in a presentation made to the Westchester Rockland Tappan Zee Futures Task Force on October 14,2010: Congestion in the (1-287) Corridor is already significant and will continue to worsen; The replacement bridge will not provide additional relief; Only new transit systems will help improve mobility by affording alternative transportation choices in the future; Transit can also help promote and control smart growth. While we recognize that the current project does not include transit services, it is critical that the research and findings of the Tappan Zee Bridge/l-287 Corridor Project not be brushed aside or lost. Nothing has changed that would alter these findings. They must be acknowledged in the environmental review of the Tappan Zee Hudson River Crossing Project so as to provide the base for future work to implement the needed transit services. The draft EIS needs to acknowledge what was previously called the "Tier Two" step of refining transit services. The Scoping Information Packet states: "The Short Span option would not preclude future transit service across the Tappan Zee Hudson River crossing" and "The Long Span option would not preclude future transit service across the Tappan Zee Hudson River crossing." While such statements are reassuring, and very necessary, they do not address the feasibility of continuing the transit service infrastructure beyond the bridge on both the Westchester and Rockland sides of the river. We assume that the project would not design a bridge suitable for future transit without considering how such future services would continue on the land side. Rather than rely on an assumption, the draft EIS needs to address this subject and acknowledge the conceptual plans developed as part of the Tappan Zee Bridge/l-287 Corridor Project for the continuation of a range of transit service options into Westchester and Rockland counties. The acknowledgement of this work will go a long way toward answering concerns that transit service and transit infrastructure are after-thoughts and not the necessities that all studies to date have found them to be.
368	Lecuona, Milagros Councilwoman, City of White Plains	25-Oct-11	Oral Testimony	So having a project with no mass transit is not really the responsible way to envision this project and is not the effective way. We need the mass transit.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
369	Lecuona, Milagros Councilwoman, City of White Plains	25-Oct-11	Oral Testimony	I don't understand why we are not contemplating the preservation of the Tappan Zee Bridge. I know it is a proposal that is out there. I am not saying at this point that this possible, but I am saying strongly that we need to look into that. Turn the Tappan Zee Bridge into a type of High Line.
370	Leff, Philip	15-Nov-11	E-mail	I am greatly disturbed by the announcement that the Tappan Zee Bridge rebuilding plan will not contain a mass transit component. Instead of providing meaningful mobility options, this new bridge will only continue to subsidize more pollution and sprawl, with negative effects for the entire metropolitan area. Furthermore, the abruptness of the announcement is an affront to more than a decade of public involvement in the project, which came to the conclusion of including a mass transit component. Though the state of New York needs jobs and infrastructure improvements, this is not the way to make them. We must prepare for a future where oil will be increasingly expensive and scarce, and building a cars -only bridge is a shortsighted mistake that will only prove to be more costly year after year. I also invite you to read the insightful analysis of an informed blogger, Cap'n Transit at http://capntransit.blogspot.com
371	Lesnick, Chuck Council President, City of Yonkers	25-Oct-11	Oral Testimony	Any plan for the new structure that does not include mass transit and light rail service is a missed opportunity... The potential for a link of mass transit between Rockland and Westchester Counties with the New York City MTA and Metro-North systems would be a win-win to everyone, even if it doesn't actually reach across the New Haven line in my lifetime.
372	Levin, Idan	26-Oct-11	E-mail	Please consider incorporating a Rest-stop/ Observation Deck either on the new bridge or the old one as a source of additional revenues. You have the benefit of NYC Skyline, the beauty of the Hudson River as a natural attraction. With a little creativity and private initiative, you can make it a reality.
373	Levin, Idan	26-Oct-11	E-mail	A mode of Public Transportation MUST be included in this project. Light train or regular train is my first choice. I do not see the added value in a bus service for this purpose.
374	Levine, Bruce	27-Oct-11	Oral Testimony	And I personally believe, and I've said it in the past to some of you, that the theory here should not be to stop at the old corridor boundary but to think about the importance of the Stewart Airport. It used to be Stewart Air Force Base. The Stewart Airport as an important driver for this piece. And I think you should be thinking about taking it up at least to Hillburn and then thinking ultimately about connecting to that airport because if you connect to that airport with the rail system and that will go into Westchester County, that will have enormous economic consequences for this region. And I don't care that it's in Orange County and I'm in Rockland County. It's important for this whole state to create jobs.
375	Levine, Bruce	27-Oct-11	Oral Testimony	I wanted to say that I agree with people who say there should be mass transit. Personally, I prefer the train option. But I want you to understand what I think is the problem here. The problem here is that you gentlemen are problem solvers. So you say, we've got a problem at the bridge, we've got to solve it. Well, that's okay. Can we also deal with the corridor because we know about the problem with the three lanes and four lanes? At least, by the way, it should be four lanes at least to the 287 interchange which is a significant place where people get on and off and change their routing.
376	Lindsay, Sharon League of Women Voters of Westchester	15-Nov-11	E-mail	As to the substance of the new project, the League has strong reservations about it as it now stands. A Tappan Zee Bridge that improves and expands car traffic without encouraging mass transit and making related east- and westbound highway improvements is inconsistent with our needs. As many have already said, it is backward looking at a time when we are increasingly aware of the problems of urban sprawl, new environmental considerations and growing economic inequalities. We appreciate the fact that a bird in the hand — with the prospect of quicker federal approval and the creation of jobs — is inviting. But such effects are short-term, while the limitations of this particular project would be with us for the foreseeable future. We must and can do better.
377	Lindsay, Sharon League of Women Voters of Westchester	15-Nov-11	E-mail	Accordingly, the LWWV urges the FHWA and NYS authorities to rethink and revise the proposal to accommodate a mass transit component. Then, we could proceed to build a bridge we can live with for the long term. Hopefully, sufficient engineering and planning has already been completed to permit prompt modification to the current proposed structure and enable us to take advantage of the accelerated federal process.
378	Lipscomb, John	27-Oct-11	Oral Testimony	You should do bus rapid transit now. Again at one of the meetings that you guys had years ago I asked one of the engineers, can you do bus rapid transit on the existing bridge? The answer from your staff was, yes, we can do bus rapid transit on the existing bridge... You're going to have to deal with the environmental justice issues of no mass transit across the bridge. It means the poor people in Rockland County are being offered a bicycle or a walk to go to work in Westchester.
379	Macfarlane, Susan	25-Oct-11	Oral Testimony	One of my concerns is that the bridge is being built further north of the existing bridge, which is closer to the population centers on both sides of the river. It would seem more proper to me to build the replacement bridge south of the existing bridge which is further away from the population masses of Tarrytown, Sleepy Hollow and Nyack.
380	Macfarlane, Susan	25-Oct-11	Oral Testimony	I am concerned that one of the reasons for building the replacement bridge north rather than south of the existing bridge is because if it's built south of the existing, I think the Port Authority would have jurisdiction over the bridge including both responsibility for funding and the right to tolls from the new bridge.
381	Macfarlane, Susan	25-Oct-11	Oral Testimony	The noise pollution from the existing bridge permeates the entire Hudson Valley region around the existing bridge including the Icabod's Landing development, I live, and the new Hudson Harbor development just south of us, as well as, all the other residents and local businesses I mentioned earlier. So if nothing can be done to change the location of the perspective replacement bridge to make it south rather than north of the existing bridge, at minimum I might ask that the materials used in building the new bridge be as sound absorbent as possible to minimize the noise pollution.
382	Mason Samett, Molly	4-Nov-11	E-mail	Over 20 years ago I worked with a group in Rockland and Westchester to help bring a Railroad line from Rockland and Orange Counties to Westchester to be connected to the line that leads to NYC. It was to use the TZ Bridge as part of the plan. I have just read about the govt offering \$5M to re-configure and update the much flawed TZ Bridge. Unfortunately, the plan does not include the addition of the needed railroad line. I sincerely think this is very shortsighted. A railroad connection between Orange, Rockland, Westchester and NYC would add business and jobs to members of all these counties. That is being done in Europe and Asia. Why not in our area???? Please rethink the proposal, and add the rail line to the bridge project-to prove you are intelligent leader and wish to help our communities prosper in the near future. Such an inter-structural enhancement is very important to the wealth of our citizens and we should willing to pay for it. We should not be shortsighted in this matter! I have been in Rockland County real estate for over 40 years. The value of homes in our area is lower than the homes in Westchester because we do not have efficient transportation to jobs in NYC and workers in other areas do not have convenient transportation to Rockland. Please, please, please-re-think your decision and make it a wise decision that is not short-sighted. We need your vision! Thank you for listening to my strong suggestions.
383	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	A century out into the future, when this new bridge is intended to still be in use and functional, automobile-based travel will likely be less common as ordinary people cannot afford gasoline, space for building new parking lots will be scarce, and roads will be well beyond capacity. Even as New York State has adopted the Smart Growth Public Infrastructure Act, which requires infrastructure projects led by state agencies to demonstrate compliance with tenets of smart growth including improved public transit and reduced automobile dependency, we have a new federal lead agency for this project proposing a plan for the Tappan Zee Bridge that does not appear consistent with the policy. The EIS must consider alternatives that will remain functional and serve the growing population of the Hudson Valley well into the future, including the addition of bus and rail mass transit to the plan. Failure to do so today jeopardizes environmental and economic security of future generations.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
384	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Alternatives Analysis. All reasonable alternatives to the proposed design, particularly alternatives incorporating commuter rail, light rail and/or bus rapid transit, must be given weighty consideration during the EIS process. The goals of the project espoused in the Scoping Packet will not be met by a simple rebuild of the current automobile-only design – even though that may be the least expensive rebuild option - and the EIS should address this.
385	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Mass Transit is a Vital Part of the Tappan Zee Corridor Solution After nearly ten years of study and broad consensus in the Hudson Valley that the solution to replace the Tappan Zee Bridge should include some form of mass transit, the new Scoping Information Packet by the FHWA has neglected to consider this public input and unilaterally determined that a project with a mass transit component is not feasible at this time.
386	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	While we appreciate the Governor's efforts in obtaining federal funding to fast-track construction, the new plan does not include the findings of the former I-287/Tappan Zee Bridge EIS process, which stated that public transportation would be an integral part of a bridge replacement project. Eliminating public transportation as a component of the bridge replacement ignores the facts, findings and public consensus that developed over a decade in at least 280 public meetings. This move undermines the important public participation process and results in a project that will not serve the needs of Hudson Valley residents over the long term.
387	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	It is critical that the EIS seriously consider the long-term benefits of adding public transit to the bridge design now, in the form of bus rapid transit as well as commuter rail. Scenic Hudson also urges that pedestrian and bicycle access are added to the new span. The EIS should consider the short-sightedness of the current plan of simply rebuilding the old span with what amounts to one additional lane. The new plan calls for four lanes in each direction, while the current bridge has seven lanes, with four running in the busiest direction during rush hour. In effect, the new bridge as outlined in the Scoping Packet will not add any additional capacity in the busiest direction during rush hour.
388	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Especially considering that this bridge is intended to remain functional for well over a century, the new plan will do nothing to alleviate any problems other than structural deficiency associated with the current bridge. It is a rebuilt bridge in the same 1950's style as the original, a band-aid solution to the modern regional problems of the Tappan Zee corridor. Simply adding more lanes will not reduce delays. Traffic currently backs up for miles, adding to pollution and wasted fuel, not to mention the inconvenience and frustration of drivers. This design fails to improve capacity over the current bridge, a failure that the addition of mass transit would remedy.
389	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	The new EIS Scoping Packet states that the current proposed design "does not preclude" the future addition of rapid transit services. ⁶ The original plan for the George Washington Bridge also included accommodating mass transit in a later phase, and we all know that no mass transit component was ever added – only additional lanes for automobiles. Even if, mass transit were added as a separate project at some date in the future, the cost would certainly be more (farther in 2011 dollars) than it would cost to design and construct the whole project together. To push off costs to some later date is a poor strategy for managing this important issue.
390	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Failure to Include Mass Transit Will Further Degrade the Environment. While Scenic Hudson is sensitive to the state's fiscal condition, failure to add mass transit does not address well established principles of transportation and land use planning. Simply expanding the current bridge requires all trans-Hudson commuters to travel by automobile. This encourages poor land use planning and the spread of suburban sprawl across the Hudson Valley's beautiful landscape, rather than concentrating population in development centers convenient to mass transit. Any daily commuter knows our roads are extremely congested during rush hour. Population in the Hudson Valley is projected to continue to increase significantly, and without offering trans-Hudson commuters an option besides private automobile commuting, road congestion will inevitably dramatically increase as well.
391	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	The EIS should also include an evaluation of the possibility of a tunnel that includes mass transit. This alternative was prematurely eliminated from consideration in the EIS Scoping Packet and should be considered in the renewed process. There are benefits to constructing a tunnel over a bridge; most significantly, a reduction in visual impacts to those who live along the majestic Hudson River and admire its views and to tourists who visit the region to appreciate the same. Air pollution can be minimized via scrubbing and a tunnel would preserve the scenic beauty of the Hudson River and eliminate visual and noise impacts to those living nearest to the bridge. Recent advances in tunnel construction technology make this option less expensive and more feasible than the Scoping Packet suggests.
392	McCarthy, Dermot	13-Nov-11	E-mail	I feel that Alternative C is the best option. It offers both rapid bus and rapid train service. Rockland County has gotten the short end of the stick on mass transit/ rapid transit for decades. The old West Shore line passenger railroad was the last decent alternative for commuters living up and down the Hudson on the west side of the river. The towns of Tappan, Nyack, Congers, West Nyack, Stony Point, Haverstraw, Blauvelt, etc. are completely devoid of any true rapid transit. At least a train station at Nyack and West Nyack would provide relief. If that train could connect to the same Metro-North tracks that currently exist, that would be a win win. A one seat ride to Grand Central would be ideal. Buses add to our already congested highways, add pollution, are not as safe as trains and getting costlier to run with increased fuel prices. Train service from Rockland to NYC is the best way to go.
393	McCarthy, Kristina LWV Westchester, Tappan Zee Bridge Committee	15-Nov-11	E-mail	As to the substance of the new project, the League has strong reservations about it as it now stands. A Tappan Zee Bridge that improves and expands car traffic without encouraging mass transit and making related east- and westbound highway improvements is inconsistent with our needs. As many have already said, it is backward looking at a time when we are increasingly aware of the problems of urban sprawl, new environmental considerations and growing economic inequalities. We appreciate the fact that a bird in the hand — with the prospect of quicker federal approval and the creation of jobs — is inviting. But such effects are short-term, while the limitations of this particular project would be with us for the foreseeable future. We must and can do better.
394	McCarthy, Kristina LWV Westchester, Tappan Zee Bridge Committee	15-Nov-11	E-mail	Accordingly, the LWVW urges the FHWA and NYS authorities to rethink and revise the proposal to accommodate a mass transit component. Then, we could proceed to build a bridge we can live with for the long term. Hopefully, sufficient engineering and planning has already been completed to permit prompt modification to the current proposed structure and enable us to take advantage of the accelerated federal process.
395	McLaughlin, Frances Town of Greenburgh Planning Board and Comprehensive Master Plan Committee	7-Nov-11	Comment Form	What will be the extent of congestion and air pollution on secondary corridors (Route 119, Route 9 and Route 9A) in Greenburgh and its villages is the new bridge is built without a mass transit capability? (Please quantify) Is there any way this congestion and air pollution can be mitigated? The 10 year study that preceded dropping the mass transit option concluded there would be severe impacts on existing roads and highways if mass transit is not included. What has changed in the analysis? How will the state address the problem?
396	McMahon, Brian	25-Oct-11	Oral Testimony	I just wanted to say that I thought the incorporation of the bicycle and the pedestrian lanes is hugely important in looking forward into the future. And it just adds tremendously to the appeal of the region and to the access to the different towns on either side of the river, branching out into Westchester and Rockland County. And I think it would be a huge asset to the area and as well as help in addressing congestion concerns, as well as, the recreational appeal. So I'm very much in favor of bicycle dedicated lanes and/or separate pedestrian lanes.
397	McPartlan, Barbara C. McPar	1-Nov-11	Letter	2. Build all the structure supports and "bridgework" at the onset so as to make it quick and easy to add the trains underneath (or perhaps another car level) at a later date. I think building the train line underneath the roadway on each bridge is more cost effective than building a separate bridge for the trains. I realize the major delay in putting in a train line on the bridge is not the bridge itself, but all the construction work needed on land at both ends of the bridge.
398	McPartlan, Barbara C. McPar	1-Nov-11	Letter	3. Do we really need a bicycle/pedestrian lane; and if so, shouldn't it be on the southernmost structure and point for maximum viewing of the New York City skyline?
399	McPartlan, Barbara C. McPar	1-Nov-11	Letter	My suggestions for the new TZ Bridge are: 1. Use the "emergency lane" as a designated bus lane and when there is an emergency on the bridge; divert the busses to a regular car lane for the duration. (Bus breakdowns and accidents are a rare occurrence compared to cars and just how many busses are we talking about being on the bridge at anyone time?)

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
400	McPartian, Barbara C. McPar	1-Nov-11	Letter	4. Also, what construction safeguards will be made to deter jumpers? Thank you for your consideration of the above.
401	Micucci, Mark S.	2-Nov-11	E-mail	It is my opinion that the new Bridge must either include Bus Rapid Transit AND rail lines or at the very minimum, Bus Rapid Transit with the provision for rail lines to be added in the future. The current design AND CONSTRUCTION must provide for the foundations and underwater structure for the addition of the rail lines without future disturbance to the river.
402	Miller McNeill, Laurie	17-Oct-11	E-mail	I read through the proposal, and it appears that the discussion is related only to work on the bridge and not the reconfiguration of the Garden State Parkway and Thruway near Exit 14 in Nanuet to accommodate mass transit. Is my interpretation correct? Does the proposed project relate primarily to the entrance area to the bridge in Rockland County and not the reconstruction of the major highways preceding it as was previously proposed?
403	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	5) The scope and EIS should be expanded to discuss Transit Oriented Development (TOD) possibilities - The Village of Elmsford is aware of the potential positive benefits of TOD and is supportive of multiple stations within the Village. To that end, the EIS should provide greater detail of the potential beneficial (economic) impacts from TOD. The EIS should also provide industry examples of TOD from other systems in the United States and World. The placement of stations within the Village has the potential to follow the proposed policies of "Channel development to centers" and "Nurture economic climate" in the aforementioned Westchester 2025/plan together. In addition, it will be important to ensure that such stations are designed within the context of the Village, as indicated in the proposed policy "Protect character" of Westchester 2025/plan together.
404	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	c) The reasoning noted in the scoping package underlying the rejection of the "two bridge" alternative is premised on the assumption that the rehabilitated bridge would be earthquake proofed, which significantly increases the financial and environmental impacts of the two-bridge alternative relative to a pure new construction alternative. Similarly, the earlier analyses also found that the long-term maintenance needs of a rehabilitated bridge would be greater than that of a new bridge. However, these earlier analyses were also based on the additional assumption that BRT would be provided regardless of which bridge alternative was chosen. Consequently, while earthquake proofing and lower maintenance may be desirable goals, since the preferred option eliminates BRT (and other improvements) from consideration and the alternative proposed here restores it, the review must measure the relative benefits of earthquake proofing and lower maintenance against the significant environmental and economic benefits that would be derived were BRT to be provided.
405	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	It is important to note that such a rehabilitation of the existing structure, while not providing earthquake protection, would extend the life of the structure for the foreseeable future and would offer most, if not all, of the capacity, driver safety and other features of a new structure, since the width of the existing structure is, in fact, approximately 8-10 feet wider than the proposed southern structure. Moreover, the absence of earthquake protection in the rehabilitated bridge should not be considered a fatal or even major flaw, as the new northern half will be built with such protections and which, because of its width and intentional design, will provide the needed redundancy and capacity to carry a full load of traffic in the unlikely event that a major earthquake or other mishap severely damages the rehabilitated structure.
406	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	There are a number of additional points regarding this alternative: a) Does not preclude the construction of a new "southern" half if, in the future, additional funding is identified. The environmental review should examine such a possibility in order to avoid possible segmentation issues.
407	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	The Village of Elmsford requests that the required hard look be given to additional alternatives that include a Bus Rapid Transit (ERT) component that would mitigate the negative environmental impacts associated with the increased traffic that is projected for the 187/1287 corridor and associated local corridors, resulting from the preferred alternative bridge project outlined in the scoping information packet. With the exception of providing breakdown lanes, the preferred alternative does little or nothing to mitigate the negative impacts of increased traffic. To this end, the Village of Elmsford proposes that the lead agencies examine an alternative that, while keeping in place the "northern" half of the structure as contemplated in the preferred alternative, would replace the "southern" half with the existing bridge conventionally rehabilitated (repaired and maintained in order to provide safety and functionality but without earthquake protection). Such an alternative will almost certainly provide significant monetary savings as compared to the Current proposal providing the opportunity to apply the savings toward a BRT system, as well as to possibly fund other corridor improvements not contained in the preferred alternative that will further reduce traffic congestion. As reducing traffic congestion both mitigates negative environmental impacts and offers real economic efficiency gains, it is imperative that the environmental review take a hard look at this alternative, and calculate the true value of such improvements in order to accurately evaluate the preferred alternative.
408	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	3) Given that the preferred alternative in fact contains the physical capacity to accommodate BRT in the "emergency lanes" without reducing the number of general traffic lanes, and given the often-stated goal and reasonable expectation that BRT will be implemented within the foreseeable future, the Village of Elmsford requests that the review consider whether the lead agencies' failure to take a hard look at the environmental impacts of BRT constitutes segmentation as defined under SEQRA and/or NEPA or any other applicable State or Federal statute.
409	Mitchell, Nathan	15-Nov-11	E-mail	I am excited about the prospect of bringing the construction related jobs that a new bridge will offer to Rockland and Westchester, our economies could use a good shot in the arm these days. I am very disappointed to see the commuter rail removed from the plans, and I think that if we do not find a way to re-include them, the bridge will not improve our commuter situation, just replace an aging and unsafe bridge that is inadequate for traffic flow with a new bridge that is inadequate for traffic flow. As our Rockland population increases, one person per car commuting becomes increasingly untenable, both from a traffic congestion, and an environmental impact perspective. We need mass transit to make it out of the metro and into the burbs.
410	Mondale, Sarah	27-Oct-11	Oral Testimony	And when I looked at your project's goals and objectives over there at the poster and I saw that on the very bottom we're providing for trans-Hudson access for cyclists and providing a crossing that does not preclude future trans-Hudson transit services, that is very disappointing to me as a citizen of Rockland County. I feel that we're getting very short shrift here... And I think the people of Rockland deserve better than what you're offering them here. I think we deserve mass transit, and it needs a second look.
411	Mondale, Sarah Suffern Civic Association	1-Nov-11	Comment Form	Where will all the traffic from the new wider Tappan Zee Bridge go? Widening the bridge will do nothing to relieve the congestion and pollution in Rockland County. It will only make these problems worse. We need mass transit - light rail or trains - and better regional planning. Anything else will be a long-term disaster: kicking the can down the "road" for future generations to tackle. Visit Minneapolis - ride the gorgeous, fast, quiet light rail there! See what our future could be like! Why not be bold and forward-thinking. Our children will thank us. Create jobs now. Build for the future. Choose light rail! [Attached Journal News article]
412	Mooney, Bill Westchester County Association	25-Oct-11	Oral Testimony	Just replacing the Tappan Zee Bridge with a new bridge without providing for mass transportation is a Band-Aid solution not a cure, as many have already noted.... we need rapid transit, bus and rail, across the Hudson for economic development reasons.
413	Morgan, Maureen	25-Oct-11	Oral Testimony	But I want to address the matter of the width of this new TZB that you're talking about. Eight lanes? How can it be eight lanes of traffic when you have six lanes on either side? Have you not heard of the disaster that merges cause? That's where the congestion is. Because you have merges, you can't have a bridge that just takes a lot of traffic and then expect them to go squeeze up on either side. That's where our current congestion comes from.
414	Morgan, Maureen	25-Oct-11	Oral Testimony	So, obviously, we need the rail. Everybody has said so. Well, we were in agreement at the beginning of this study. So what happened?... But supposing we got rail. Would it just go to Manhattan?

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
415	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The scoping document discusses maximization of public investment in regard to the size of the gap between the two new structures to accommodate transit and the strengthening of the structures to support additional weight and add to the robustness of the bridge. EPA agrees with the decision that a 42-foot gap would be appropriate. We also believe that greater strength of the structure may add to the longevity of the bridge, also maximizing investment and would like to see this further discussed in the draft EIS.
416	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	While we understand that neither a tunnel alternative nor a replacement alternative will be analyzed in the EIS, information from previous evaluations should be incorporated by reference, and be available on the Tappan Zee Bridge Replacement website.
417	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The EIS should discuss the disposition of the existing bridge and possible beneficial reuse options of all or parts of the bridge.
418	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	We recommend that the shared-use path on the bridge be designed and positioned to minimize potential user-exposure to mobile source air toxics and particulates.
419	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	We acknowledge the effort being made to avoid the preclusion of mass transit in the future and emphasize the importance of transit with regard to air quality and sustainability. We request that a thorough discussion of bus rapid transit be provided in the draft EIS.
420	Naughton, Jon	25-Oct-11	Comment Form	Would like to see a tunnel built for a mass transit system. A tunnel for a mass transit system would not need a seven mile distance due to the height of the rail line on the east side of the river.
421	Naughton, Jon	25-Oct-11	Comment Form	Keep the old bridge maintain it properly and build a tunnel to satisfy the mass transit need. Building this new bridge is going to be a complete waste of time.
422	Neffinger, GG Bicycle Touring Club of North Jersey	27-Oct-11	Oral Testimony	I am here to make the very strong point that under any of the alternatives that are being considered that it's important to the public at large and particularly the bicycling public that the bicycle lane that is under consideration as part of the new bridge be preserved. ...we want to make sure that regardless of any other options that are on the table for this reconstruction that the bicycle pathway be maintained.
423	Neffinger, GG Bicycle Touring Club of North Jersey	27-Oct-11	Oral Testimony	Changing to a more personal topic, personal opinion, representing myself in this regard. I feel that over the long run, the failure of the tunnel option, either the dug tunnel or the submerged tunnel option, is a very short sided decision. Despite the fact that I realize that money is short, but the long term effects in terms of maintenance cost and in terms of controlling pollution through this corridor have not been given their sufficient weight in this decision.
424	Nitkofsky, Robert	27-Oct-11	Comment Form	As an attorney in New City, I am very pleased that the Tappan Zee Bridge will be built on an expedited basis. However, it is critical that mass transit options be added. Bus rapid transit can be built for under \$1 billion on an overall bridge cost of \$5.5 billion. More traffic injuries, economic development in the Westchester/Rockland area.
425	O'Lear, George A.	14-Nov-11	Comment Form	I understand the difficulties and expense of adding a mass transit option to the construction of a new bridge, BUT what I find distressing is the lack of a H.O.V (car pool)/Bus Lane anywhere in the design. People using car pools or the existing Tappan Zee Express Bus should not have to sit in the traffic caused by selfish drivers who insist on taking their own cars. The way that things are going now, the new bridge may be at capacity the day it opens if no considerations are made for car pools or the TZE Bus.
426	O'Neil, Bill	29-Oct-11	E-mail	How likely would the mass transit component be added to the new bridge in the future, even if the base infrastructure is added now? The cost of same plus the enormous cost of bringing train service from say either West Nyack or Suffern would appear to rule out this mass transit component as it did with the George Washington Bridge. I would think bus service could be added to either bridge now which might appease most mass transit proponents. Please comment on these points raised. Thank you.
427	Oppenheimer, Suzi New York State Senate	14-Nov-11	Letter	Bike and pedestrian access - The scoping packet does provide for a shared use path on one of the newly constructed spans for bike and pedestrian access. However, information concerning this "shared use path" is not comprehensively explained and leaves the public guessing as to what the actual bike/pedestrian access path will look like in the end. It is important that the bridge that is built provide enough width to accommodate cycle and pedestrian users of the bridge. The plan currently presented seems to be at the low end of width to accommodate these users. I support additional attention to this area and consultation with user groups to address these issues in a thoughtful manner. It has been recently suggested that the current bridge be retained for this purpose. Certainly a cost analysis comparing demolition of the existing bridge with retro-fitting and maintenance for a park type use which could shift pedestrian and cyclist travel to this structure should be reviewed for feasibility.
428	Oppenheimer, Suzi New York State Senate	14-Nov-11	Letter	Mass Transit - I strongly support mass transit being incorporated now into the plans for a structure that is to be built. Current traffic patterns cry out for more mass transit options now. The daily vehicle count in the I-287 corridor has increased in the last decade. The traffic on I-287 during portions of every day travel is intolerable because we are not currently providing adequate mass transit options. Providing space for a mass transit project to be built in the future is not a sensible solution. It will be more cost effective to build the mass transit improvements now as part of the Tappan Zee Hudson River Crossing than to retrofit a structure in the future. Of the plans previously studied, the bus rapid transit approach was the least expensive. The overall transit needs of the Lower Hudson Valley require the inclusion of mass transportation. Without it our region will suffer. In Westchester County there is unanimous agreement that mass transit should be included in the bridge design now. Government, business, environmental and user groups all are calling for the inclusion of mass transit. I urge the inclusion of this Important component in the final plan.
429	Oppenheimer, Suzi New York State Senate	14-Nov-11	Letter	I know the agencies involved in making this project a reality are eager to move forward with this project. I urge you to revisit the issues raised here in a final plan. The absence of public transportation from the proposal is the single biggest issue constituents have raised with me regarding the current plan. Let's get mass transit, pedestrian and bicycle user issues addressed now. Thank you for your consideration.
430	Oppenheimer, Suzi New York State Senate	14-Nov-11	Letter	I support the efforts of Governor Cuomo, involved state agencies, and the federal government to move ahead with decisions on design and construction of a new Tappan Zee Bridge. We need to get to a decision phase, access federal funding and accelerate the timetable for actual construction of a new structure. There are two areas where analysis and design should be focused now to build a structure that will meet the needs of the region and the state for decades to come.
431	Paine, John	29-Oct-11	E-mail	I am writing to express my deep concern that a serious error is about to be made in the Tappan Zee replacement project. There is an existing, and increasing future need for mass transit to be included in the Tappan Zee Bridge replacement. A failure to include this will significantly impair the health, safety, and economic well-being of all who live in the area, or depend on the bridge for transportation reasons. Do not proceed without a mass transit option.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
432	Panagides, John and Kathleen	4-Nov-11	E-mail	For the past two years, I have been following the issue of replacing/repairing the Tappan Zee Bridge and the associated issue of providing regional mass transit along the 287 route. I fully supported the idea of a "one seat" ride from Rockland County to midtown Manhattan. This would put Rockland County in the same category as Westchester County and Fairfield County (CT) with regard to Metro-North. It would also alleviate TZB road traffic. I also endorsed Bus Rapid Transit between Suffern and Port Chester. I was rather disappointed to learn in October that all these well thought out plans for our region were discarded and that the Federal Government would now take over this project but on a greatly reduced scale. Based on what I have learned, the TZB would be replaced with two identical spans but there would be no mass transit. I think that this is a big mistake. Mass transit was a key component of the original plan and it was very important. To throw that away because of Federal Government money is very short sighted. The Federal Government is interested in spending money and creating jobs on short notice. This is a short term political fix. While jobs are important during these difficult economic times, the prime goal for us in the lower Hudson Valley is to meet our regional transportation objectives. We in Rockland and Westchester need to think more broadly and to our long term needs. I do not have any opinion on the type of structure that is to be built but do feel that the following should be planned now and not later: 1. Current plans should include details on "one seat" mass transit to midtown Manhattan. 2. Train and bus stations should be included in the current plan. 3. Plans for full funding of this project should take place now. Unless the full project is undertaken now, it will probably never happen.
433	Paroff, Barry	27-Oct-11	Comment Form	New bridge should include a light rail now! The rail should connect with the Westchester shore line.
434	Pearce Sheridan, Pam	15-Nov-11	E-mail	We need to build a new bridge with the commuter rail line to Grand Central that Rockland County was promised. When my husband and I purchased a house in Congers four years ago, it was with the belief that Rockland would become a viable commuting option. Four hours a day later in transit and the thought of this never happening is enough to move out.
435	Pellecchia, Vincent Tri-State Transportation Campaign	27-Oct-11	f Oral Testimony submit	Good afternoon. I am Vincent Pellecchia, general counsel of the Tri-State Transportation Campaign, a regional policy watchdog organization working for a more sustainable transportation network in New York, New Jersey and Connecticut. Like many in this room, my organization has spent a decade participating in the Tappan Zee Bridge/I-287 Environmental Review. That process led to the conclusion that public transportation in the form of bus rapid transit and commuter rail transit should be included in any plans to replace the bridge. The necessity and benefits of public transportation in the I-287 corridor were strongly supported and well documented. Today, we urge Governor Cuomo to ensure this project includes public transportation particularly east west bus rapid transit. BRT allows for far more routing flexibility than rail because of a buses' fundamental nature. Unlike trains, buses can jump on and off their "tracks" the busway to accommodate the particular needs of the route. The Tappan Zee Bridge/I-287 Corridor Environmental Review project team found that, because of this flexibility, bus rapid transit would attract over 50,000 daily riders traveling across I-287 and "provide greater transit access to residents and businesses in Rockland and Westchester [Counties]." Bus rapid transit is projected to do the most to speed cross corridor trips and reduce congestion on the bridge. Bus rapid transit has proved popular in such disparate places as Pittsburgh, New York City, China and Columbia.
436	Pellecchia, Vincent Tri-State Transportation Campaign	27-Oct-11	f Oral Testimony submit	As has been well documented, no public transportation in the corridor is a problem now and will create a nightmare for future generations. The bridge is already at capacity and without transit, increased traffic will result throughout the corridor, essentially creating rush hour throughout most of the day, bringing more congestion and pollution into communities. Something must be done. Elected officials cannot continue to damage future generations for political expediency today. Thank you.
437	Pellecchia, Vincent Tri-State Transportation Campaign	27-Oct-11	Oral Testimony	Like many in this room, my organization has spent a decade participating in the Tappan Zee Bridge/I-287 Environmental Review. That process led to the conclusion that public transportation in the form of bus rapid transit and commuter rail transit should be included in any plans to replace the bridge. The necessity and benefits of public transportation in the I-287 corridor were strongly supported and well-documented. Today, we urge Governor Cuomo to ensure that this project includes public transportation, particularly east-west bus rapid transit. Bus rapid transit allows for far more routing flexibility than rail because of a buses' fundamental nature. Unlike trains, buses can jump on and off of their "tracks" - the busway - to accommodate the particular needs of the route. The Tappan Zee Bridge/I-287 Corridor Environmental Review project team found that because of this flexibility, bus rapid transit would attract over 50,000 daily riders traveling across I-287 and, quote, provide greater transit access to residents and businesses in Rockland and Westchester Counties, close quote.
438	Pellecchia, Vincent Tri-State Transportation Campaign	27-Oct-11	Oral Testimony	Cost estimates for transit on the bridge have been widely misreported. According to NYSDOT, the projected cost of the cross-corridor bus rapid transit is between 900 million and 2.5 billion, and it's likely that a new streamlined design could drive down costs even further. Another note is that there's a number which we've been talking about today of about 5.2 billion. In 2009, the NYSDOT noted that a fully developed bridge with fully developed BRT would cost \$5.2 billion.
439	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	25-Oct-11	Oral Testimony	As an entry point for the Hudson Valley region, a new Tappan Zee Bridge needs to both protect and enhance river life and be a statement of pride for New York State. Whether cable stayed or some other advanced structural design, the Tappan Zee should be an icon that blends with the rural nature of valley hillsides while providing congestion-free access for the largest metropolitan region in America.
440	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	27-Oct-11	Oral Testimony	I just want to say, as an entry point to the Hudson Valley region, the Tappan Zee Bridge needs to both protect and enhance the river life and be a statement of pride for New York State. The Tappan Zee Bridge should be an icon that blends the rural nature of the valleys of the Hudson Valley with providing congestion-free access to the largest metropolitan region in America.
441	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	25-Oct-11	Oral Testimony	As we have heard here tonight, it is the opinion of most people and businesses and local officials located in the vicinity and surrounding communities of the Tappan Zee that a new structure should accommodate mass transit systems. Bus rapid transit and, as demand grows, the possibility of future commuter rail connecting the Hudson River Valley to Metropolitan New York is an essential inclusion.
442	Phillips, Huw	27-Oct-11	Comment Form	The cycle lane as designed is purely recreational because it doesn't connect to the train. If there was an additional railway station on the Westchester side of the bridge at the foot of the bridge, then this would encourage people living in Rockland to cycle to the train rather than drive. As it is, there is no easy (i.e. flat) way of getting to T-town railway on the other side.
443	Porthun, Bartur	13-Nov-11	E-mail	With this email I would like to provide following written comment on the Tappan Zee River Crossing Project: before the Nov 15th 2011 deadline. By adding commuter rail to the I-287 Corridor it will for the next century to come increase America's global competitiveness by spurring economic growth, improve air quality, minimize corridor travel delay, reduce travel times into the city, improve local and regional mobility and provide travel choices. America's infrastructure is falling behind Europe's and South East Asia's. 21st century infrastructure is needed for these times not 20th century infrastructure. Commuter rail must be part of the Tappan Zee replacement project at the absolute bare minimum rail tracks must be laid across the bridge with sufficient reinforcement to hold commuter rail. It will be far cheaper to fully incorporate rail into the design of the bridge now then trying to add it later. While I can appreciate that there are budget limitations, however I firmly believe even with the current budget if the bridge is really planned and designed well then instead of precluding rail to 80% you will be able to include it to 80%. Please modify your design to include commuter rail on the Tappan Zee bridge as mentioned above at the bare minimum you must add rail tracks and reinforce the bridge enough to hold commuter rail. Thank you for the opportunity to provide my written comment. Please confirm receipt of my written comment.
444	Prophet, Gary	15-Nov-11	E-mail	Here are some other options with the new bridge: Keep current bridge as a walkway, at least the parts of the bridge closest to each side. This is a bad idea, as we do not need a couple of stub eye-sores on each shoreline. Nor do we wish to have these two stub eye-sores used for the parking of cars.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
445	Prophet, Gary	15-Nov-11	E-mail	Although I think having a pedestrian/bicycle path on the northern part of the bridge is a good idea, this is not transit, it is entertainment. Few people will be using their bicycle to ride from Rockland County to White Plains. Also, having walked the Poughkeepsie bridge and seeing how tired people are walking the one mile on that bridge in the sunshine, few will be walking the 3 miles plus of the bike/pedestrian path of the new Tappan Zee Bridge. In fact, in Poughkeepsie, the people using the bridge mostly drive to the Poughkeepsie end of the bridge and park, causing congestion in both traffic and lack of parking, despite several parking lots. Now, has anyone planned for the location of a large parking lot on the Tarrytown side of the bridge, just to serve the people who wish to walk onto the bridge? Also, many passengers were getting off Metro-North trains at Poughkeepsie and biking to the bridge. Biking from the Tarrytown Metro-North station to the Tappan Zee Bridge bike/pedestrian path could be quite a challenge, both with steep grades and very crowded village streets and sidewalks. Will a bike/pedestrian path be provided that would connect the bridge to the Tarrytown train station?
446	Prophet, Gary	15-Nov-11	E-mail	I was surprised and totally taken aback by the recent announcement that the multi-billion dollar Tappan Zee Bridge project would now, after a decade of study, solely be a highway only replacement bridge with increased car and truck capacity. Public transit is desperately needed across the Route 287 Corridor. During the decade of study and meetings and presentation, every single official, including NYS DOT personnel, has stated the absolute requirement of providing transit across any new structure. Possible transit studied has included commuter rail, light rail, and BRT (Bus Transit in special lanes). In fact, some options included a very expensive commuter rail connection from a new Tappan Zee Bridge to the Hudson line of Metro-North. With several north/south rail commuter rails from Rockland County, this may be nice to have, but was never presented as a requirement to the success and goals of the project. With the total lack of east/west transit connections across the Hudson River, having a much improved public transit option implemented on Day One of a new Tappan Zee Bridge has always been viewed as an absolute requirement.
447	Prophet, Gary	15-Nov-11	E-mail	The presentation in Tarrytown a couple of weeks ago was very sad. Officials spoke of the huge cost of transit, but the costs they quoted included a commuter rail connection to the Hudson line. The cost of BRT or light rail serving the Route 287 (east/west) corridor is much less than the cost of a commuter rail connection to the Hudson line and can be implemented with or without a Hudson line connection. This point was ignored by the presentation, whose goal was clearly stated to just build a highway bridge and be damned with transit at this point in time. Statements like "a transit bridge could be constructed at a future time" is ridiculous, as an entire new crossing, just for transit, is unlikely to ever be built. Transit MUST be part of this project NOW, not 30 years in the future. Also, I would guess that your estimated cost of a highway only bridge is low, but I understand that the goal is to start construction, as once a highway bridge is half built in this location, even if 100% over budget, the highway people know that someone will find the money to complete it.
448	Prophet, Gary	15-Nov-11	E-mail	Getting past the entertainment of walking on the bridge, someone must consider quick, convenient, reliable transit across any new Tappan Zee Bridge. This includes one of the following: Commuter rail (1 or 2 tracks) under the highway lanes of the bridge, Express Bus lanes (one in each direction) under the highway lanes of the bridge, light-rail under the highway lanes or light-rail using either one the expansive shoulders of the new highway or part of the bike/pedestrian pathway.
449	Prophet, Gary	15-Nov-11	E-mail	At a minimum, BRT must be part of the initial phase of the new Tappan Zee Bridge, even if Express Bus lanes are not built in Rockland or Westchester County as part of the initial phase.
450	Prophet, Gary	15-Nov-11	E-mail	Construct an elevator from new bridge to Metro-North Tarrytown station. This elevator would need to go down from the new bridge, then horizontal to the north end of the Tarrytown station. Interesting idea, as it would allow an Express Bus to discharge passengers while on the bridge and then the passengers could proceed to the Tarrytown station without the bus diverting through the congested streets of the village of Tarrytown. Likewise, an elevator from the bridge straight down to an area just east of the Metro-North tracks, then an enclosed moving walkway, would take passengers from the elevator to the Tarrytown station.
451	Prophet, Gary	15-Nov-11	E-mail	Express Bus service, in special lanes of a new Tappan Zee Bridge, is the absolute minimum requirement of a new Hudson River crossing. The roads on both sides of the Tappan Zee Bridge cannot accommodate any increased highway traffic, which an expanded, new bridge will attract. Route 287 from Tarrytown to White Plains is already past capacity, even after hundreds of millions of dollars have been spent over the past few years to expand it as much as is possible within its right-of-way. Express Bus service is required from Suffern to Port Chester, serving Tarrytown and White Plains, if no rail service or light rail east/west line is feasible at this time.
452	Prophet, Gary Empire State Passengers Association	25-Oct-11	Oral Testimony	I think it's a total abomination that all transit has been eliminated from this bridge. Obviously, as the prior woman just suggested, the transit which connected directly to the Hudson Line would be very expensive and that is something our organization does not support because you already have several ways to get down to New York City on the Rockland side of the Hudson and also on this side of the Hudson... What we need is a way to get across the river by bus rapid transit or some type of light rail to connect Rockland County to White Plains and all the way over to the Harlem and New Haven Line so people can connect throughout the northeast on Metro-North and get anywhere that they want to get to seamlessly without having to drive a car across the bridge adding to more congestion and more pollution and more problems in Westchester.
453	Prophet, Gary Empire State Passengers Association	25-Oct-11	Oral Testimony	Also, the pedestrian and the bicycle path is nice as a tourist attraction and that provides entertainment and tourism, but that does not solve the transportation issue. As a matter of fact, for those people that have been up to Poughkeepsie, getting in and out of the parking lot where people park in order to use the bridge creates its own congestion.
454	Quinn, James	9-Nov-11	Comment Form	The presentation at the DoubleTree in Tarrytown on October 25, 2011 was very well organized and most informative. I appreciate the packet distributed to us beforehand on the Tappan Zee Hudson River Crossing Project. Having absorbed the information from the packet and having been exposed to the views of other interested parties, I support a) Rail rather than bus transportation as part of the mass transit development. Far more people can be accommodated by rail than by air-polluting buses. b) The development of a rail line from Rockland County into Penn Station. c) Maintaining the present bridge as a recreational/tourist structure over one of the world's great rivers.
455	Randolph, Chris	20-Oct-11	E-mail	As a resident of Rockland County, I am completely opposed to a new TZ Bridge that does not offer mass transportation and bicycle lanes. This is a plan that has no vision for the future and will create more congestion and pollution. I implore you to move us into the 21st century by offering more sustainable alternatives than gas-guzzling vehicles. Otherwise, we will end up with the exact same bridge that we already have.
456	Rapoport, Ms.	25-Oct-11	Oral Testimony	I do applaud the pedestrian/bike paths and the High Line effect of the old Tappan Zee Bridge. An extension off of the new proposed spans to connect to that would be very nice.
457	Rapoport, Anna	25-Oct-11	Comment Form	Keep the TZ for a park and pedestrian/bike parkway area to pick up a bus and mass transit - a dep st
458	Rapoport, Anna	25-Oct-11	Comment Form	Connect the pedestrian paths to existing ones on either sides of the bridge
459	Rapoport, Anna	25-Oct-11	Comment Form	Build for Northern Suburb growth -- put rail in the plan

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
460	Refkin, David	27-Oct-11	Oral Testimony	...there's one (bridge) in particular I'd like to bring to your attention. It's a bridge that connects Copenhagen, Denmark with Malmo, Sweden. It's called the Oresund Bridge. It's a four-lane bridge. It's nearly five miles long. It has double track railway on it. Very, very efficient. It's a cable-stayed bridge like what's been proposed here. And it was completed in 2000 at the cost of \$5.7 billion, including trains, just about the cost we're talking about here for a bridge that does not include trains. Pay back is in 2035. It's being financed primarily through tolls. Construction on this bridge started in 1995. We will be starting construction on a bridge 20 years later. The Oresund Bridge is 62 percent longer than the Tappan Zee. It has two rail tracks. Trains run on it every 20 minutes taking people from Sweden to Denmark, back and forth. It was built for about the same amount of money in a significantly higher labor cost market and when interest rates were considerably higher. So maybe we could even save money from that. So I would suggest that you look at this bridge in detail before a decision is made to replace the Tappan Zee.
461	Refkin, David	27-Oct-11	Oral Testimony	And in addition, one of the things you read about all the time with the Tappan Zee is that the materials used at the time were substandard steel and the piers weren't prepared properly. What guarantees do we have that the right materials will be used, that we won't be using cheaper materials this time around?
462	Reich, Stephen Laborers' Local 754	9-Nov-11	E-mail	My name is Stephen J. Reich and I am the Business Manager of Laborers' Local 754 in Rockland County, NY. I would like to thank all involved for recognizing the urgent need to fast track a replacement for the existing bridge. As a representative for the men and women that have maintained the bridge for decades, I know all too well the issues that the project team faces with regard to making the project happen. I also know the overwhelming need to make the project happen now. That being said, I would like to urge the committee to give strong consideration to expand the project to include improvements to the highway corridor up to the Suffern interchange. The drainage and capacity of the NYS Thruway South of interchange 15 has to be improved as the bridge replacement becomes a reality. Serious planning should be done in order to add a minimum of one extra lane each way to the Thruway. Also, reconstruction of interchanges 10 and 11 need to be considered. Most of all, the intersection of Airmont Road and Route 59 off of Interchange 15A has to be redesigned. I thank you in advance for your work and dedication to the improvement of the corridor and offer my support to the committee in anyway that you feel would be helpful. I can be reached via the above email or at (845)425-5073.
463	Reich, Steven Laborers in Rockland County	27-Oct-11	Oral Testimony	Just maybe in terms of the Scoping, I know they have the four-mile deal. If they could think about moving it at least back past the Palisades Parkway to make those approaches because that's a major, major problem and we need to widen it out a little bit. If that could be worked in there somehow, I think it could help.
464	Roach, Thomas M. Mayor, City of White Plains	16-Nov-11	Letter	4.) The Scoping document should further include a preliminary analysis and concept design of how any future public transit would make the physical connections to either the existing or new transit infrastructure. This would avoid impediments to future installation of such public transit improvements. Thank you for the opportunity to comment on the Scoping Document. The City of White Plains looks forward to participating in the advancement of this important regional project.
465	Roach, Thomas M. Mayor, City of White Plains	16-Nov-11	Letter	3.) The prior I-287 Corridor Project studies discussed the use of HOV and BRT lanes within the bridge and corridor travel lanes. The City of White Plains further recommends that the Scoping Document include an alternative with HOV or BRT lanes on the bridge that can be linked into the I-287 corridor. The Scoping document should further include a preliminary analysis and concept design of how any future public transit would make the physical connections to either the existing or new transit infrastructure. This would avoid impediments to future installation of such public transit improvements.
466	Roach, Thomas M. Mayor, City of White Plains	16-Nov-11	Letter	2.) In planning for economic development, the City of White Plains recognizes the physical constraints of the infrastructure for both the local and regional road network. Unlike other major employment centers in Westchester County, a substantial portion of the White Plains daytime worker population commutes to our Core Area by public transportation, as well as private vehicles, connecting to our multi-modal TransCenter, which includes the Metro-North Railroad Station and Westchester County Bee-Line bus terminal. The expansion of regional public transit, as was analyzed in the Tappan Zee Bridge/I-287 Corridor Project, is a key to a diverse economic base. As clearly stated in the Scoping Document, Tappan Zee Hudson River Crossing Project does not include public transit. However, one of the project's objectives is to provide a crossing that "does not preclude future trans-Hudson transit services" in the corridor. The City of White Plains strongly recommends that an alternative be included in the Scoping Document which provides for a bridge structure(s) that is "public transit ready" and designed to receive public transit infrastructure improvements without additional major structural modifications or costs.
467	Roasaberg, Dr. Sam	27-Oct-11	Comment Form	There should be provisions for rail to be added in the future i.e. ??? Under G Wash Bridge.
468	Rodriguez, Jared	15-Nov-11	E-mail	The existing plans for the Tappan Zee Bridge Corridor are overwhelmingly inadequate to meet the needs of a future Hudson Valley and New York State. A widened bridge without transit would seal the fate of the region, locking in continued auto-dominated travel and land use patterns, as well as withdrawing billions of dollars from the economy by forcing commuters to spend income on gasoline, tolls, and car maintenance. Outside of pure civil engineering, there are obvious other concerns, which I hope the DOT would be aware of. Please, read the 2005 Hirsch Report on oil production and near-term oil scarcity. Without cheap gasoline, how will a widened TZ Bridge be viable? I'm sure DOT engineers and planners are aware of this issue. They are at the whim of shortsighted politicians who do not fully understand how their decisions affect the future of the region. The changes to the bridge plan are wholly irresponsible and will be looked back upon by future generations as an opportunity lost. Do you, in particular, want to be responsible for this?
469	Rogers, Lorraine	27-Oct-11	Oral Testimony	I have a couple of issues. First of all, the fact that they're no longer considering putting on any public transportation. Our air quality has already been downgraded and we do not pass air standards; they just changed the numbers to make us feel better.
470	Rogers, Lorraine	27-Oct-11	Oral Testimony	And there's really a big issue about the sun glare because on the nicest day the traffic is the worst doesn't have to be a breakdown, doesn't have to be anything. Because going east, the sun still comes up in the east and sets in the west. Every time people round the bend you cannot see. It's the same way on Route 59 in West Nyack. So it's a problem that has obviously not been addressed, and a tunnel would do that, but I understand a tunnel is not even a question.
471	Rosario, Peter	27-Oct-11	Oral Testimony	the two ways to build the bridge, one with a train underneath and one with the train in the middle. I believe the one with the trains underneath by far will be the one the public accepts as a possibility for future rail. The one where the train would be in the middle between the two spans, it's not a clear statement.
472	Rosenfeld, Alan	10-Nov-11	E-mail	I have followed the discussion on the building of a new bridge crossing from the beginning. I live in Upper Grandview and look directly at the bridge. Any change directly affects my family and I. My wife and I went to some of the meetings at the Palisades Mall since I was an alternate public member. I always favored a tunnel as I felt it wins out over the long haul regarding maintenance. The bridge solution seems to be what the officials have decided upon. Of course I am concerned about the noise pollution that all the homeowners in the immediate area are also concerned about. I hope these matters are considered when choosing surface materials or when adding baffling to absorb noise when building privacy structures along the roadway..... so sound is not sent UPWARDS. The specific matter I would like to discuss is the Presidents political financing of the new bridge without mass transit from the get -go. The future of the Hudson Valley depends on mass transit. The ability to decrease traffic, air pollution and gas consumption all depend on mass public transportation. If the matter is not addressed and incorporated I feel it will never be done. That's just plain politics and finances. We have to spend a little more time securing financing so we can complete this project properly. So much time and effort has been expended already...why not a little more.
473	Ross, Irene	14-Nov-11	E-mail	1) Residents of Rockland County and New Jersey should be encouraged to utilize existing mass transit on their side of the bridge, and/or to provide bus and/or rail traffic there, to prolong the life of the structure, whether it is refurbished or replaced

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
474	Rothbard, Richard	28-Oct-11	E-mail	I am also disappointed that the more ambitious, and much-needed, Tappan Zee Bridge/I-287 Corridor Project has been abandoned. Nevertheless, I am certainly pleased that bridge replacement will be fast tracked at a time when few of us thought the State would secure funding and were convinced that a new bridge would never be built in our lifetimes.
475	Rothbard, Richard	28-Oct-11	E-mail	Did you ever consider incorporating helipads into the new bridge to enable medical evacuation by helicopter?
476	Rothbard, Richard	28-Oct-11	E-mail	2) Indian Point – In the event of a catastrophic event at the Indian Point nuclear power facility would the new bridge have the capability to convert all Westchester-bound lanes into Rockland-bound lanes to facilitate evacuation?
477	Rothbard, Richard	28-Oct-11	E-mail	At last night's forum I had an opportunity to peruse the display boards, watch a PowerPoint presentation, and listen to comments from the public and various officials concerning the revised Tappan Zee Hudson River Crossing project. While the Governor is to be commended for securing federal support to expedite this project, I have to join with many of the speakers who expressed their disappointment at the reduced scope of the project, particularly as regards incorporation of mass transit into the new crossing. Yes, the revised plan provides for the "possible" future addition of mass transit, but if experience has taught me anything it is that once the initial phase of a major public works project is completed, the costs of enhancements skyrocket well beyond initial estimates, leading decision-makers to abandon those enhancements. Moreover, human nature and shifting political winds being what they are, once construction is complete, attention will no doubt redirect to needs elsewhere, at which point adding mass transit to the bridge will be a mere pipe dream.
478	Rothbard, Richard	28-Oct-11	E-mail	3) Suicides – what consideration has been or will be given to suicide prevention in the design of the new bridge?
479	Saferstein, Michele	25-Oct-11	Comment Form	Tunnel! Time to complete/cost/environment!
480	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	We understand the latest momentum of this project is due to the financial commitment from the Federal government, and the potential for (short-term) jobs in the construction industry. To remain within the economic constraints of this project, all of the complex issues (corridor congestion, mass transit, etc.) have been taken off the table. Although it is advantageous to proceed with the funds provided by the Federal Government, we believe it is a missed opportunity not to address a public transportation component at this time. Understanding that the project does not PRECLUDE mass transit options, we believe this should be kept as a critical component of the overall improvement of the 287 corridor. The river villages are a perfect example of walking communities. We recommend their access to mass transit should be supplied economically and their connection to this transit infrastructure addressed and improved.
481	Sandler, Oreon	25-Oct-11	Letter	The cost of a mass transit rail system across the I-287 corridor has been inappropriately criticized in the same manner whenever that "expensive" option is promoted. In the long term, namely 50-100 years from now the failure to get this mass transit rail system will be a disservice to both counties Westchester, Rockland, as well as to the metropolitan New York City area. This cross county rail idea crosses all five MTA rail lines serving New York City and northern destinations. It is my position that we promote this cross county mass transit rail system today in spite of the current criticism of costs.
482	Sandler, Oreon	25-Oct-11	Letter	Some citizens are vocal against this rail system -- we have spent this past decade scoping and re-scoping this transit issue. They cry "too big of an investment which raises our federal debt and taxes." In may be a big investment in the short run, but we would never have gotten the infrastructure so many have used. Can you imagine not having the five MTA transit lines to New York City that we do enjoy?
483	Sandler, Oreon	25-Oct-11	Letter	The Tappan ZEEExpress lane is a good plan short term. But it doesn't serve the area sufficiently when travelling from Suffern to New York City or to Port Chester in the same manner as a cross county rail system that can transport more people faster for rush hour traffic. Getting the mass volume of passengers and vehicles off the I-287 roadbed is the only long term solution that is sustainable and that we deserve. New multi-modal mass transit concepts are emerging in which design-built-maintain infrastructure partnerships between private firms and government can absorb this large long-term investment; fare box income pays its fair share.
484	Sandler, Oreon	25-Oct-11	Letter	The present Tappan Zee Bridge was designed for 50 years but that was a short term plan that did not accurately project what would happen in those 50 years. We cannot afford to make the same short term mistake again. A cross county I-287 rail system should be in the present construction plans.
485	Saunders, Alex	25-Oct-11	Oral Testimony	The immediate solution to the immediate problems of the Tappan Zee would be to build a truck-on-train tunnel from West Nyack to Elmsford, taking all the trucks off the bridge and leaving it just for cars. That can be done by weight limiting or by simple signage.
486	Saunders, Alex	25-Oct-11	Oral Testimony	Bus rapid transit is not engineering. It is a one phone call deal. You call a bus company and say, please run a few more buses and we'll make a parking place for you at either end of your run. It is not engineering. It is a simple one phone call deal.
487	Saunders, Alex	25-Oct-11	Oral Testimony	Let's have high speed rail from the Port Jervis line to the Long Island Railroad. Let's do it all underground. Tunnels in the rest of the world are being built for \$10 million per lane mile. The Tappan Zee crossing would come out at 1.2 billion. The entire project would come out for less than the quoted 5 billion.
488	Saunders, Alex	25-Oct-11	Oral Testimony	One, regional approach. Not possible if an overpriced bridge with no heavy rail gets in the way and sucks all the money out of the region.
489	Saunders, Alex	25-Oct-11	Oral Testimony	A regional underground tunnel carrying heavy freight, high-speed rail, heavy trucking and general traffic should and could be built from Mahwah, New Jersey to Syosset, Long Island. Machines should be purchased and put to work immediately on the Tappan Zee crossing in such a way as to continue their underground bore across Rockland and Westchester County and Long Island Sound to join New York 135 (Oyster Bay) on Long Island and the Long Island Railroad. This tunnel system would have a major effect relieving traffic on the George Washington and Throgs Neck Bridges and the Cross Bronx Expressway and Long Island Expressway. The economic benefits would be tremendous. Tunnel boring sites are run for approximately \$100,000 per day and production rates of 100 feet per day are common. Therefore elaborate financing is not required and these tunnels could be built out of ongoing petty cash toll receipts.
490	Saunders, Alex	25-Oct-11	Oral Testimony	Conclusion, we should not commit ourselves to an untried bridge which has yet to be designed and will serve no regional purpose when the Hudson River tunnels were successfully built on schedule in Shanghai and could be built here as well with the same efficiency.
491	Saunders, Alex	27-Oct-11	Oral Testimony	We've got to get going. We've got to join Europe where \$10 million a lane mile is common nowadays and construction times are approaching and sometimes exceeding 100 feet per day per machine. And you can have more than one machine working on a project, which would mean that the Tappan tunnel could be easily completed in less than one year, just as it was done in Shanghai.
492	Scanlan, Gerard A.	27-Oct-11	Comment Form	It seems to me that we haven't learned from our history, i.e., taking a financially shortsighted view to build a 50 year bridge in the 50's. Even if we can not find the \$ today to meet the full scope of the project from Port Chester to Sloatsburg, the bridge itself should be built today with that total scope in mind - not a narrower bridge and a thought that a third or mid span could be built in the future. We need to build for the future just as the GWB was built to accommodate the lower span.
493	Scanlan, Gerard A.	27-Oct-11	Comment Form	Having 4 lanes in each direction does not even provide for the possibility of bus rapid transit, no less rail, without eliminating the much needed shoulder.
494	Scanlan, Gerard A.	27-Oct-11	Comment Form	Financing proposals are an issue. How high can tolls rise to need the bonds [...??...] to build. Obama wants to build rails where they are not needed or wanted. This should be redirected to where it is needed in the Port Chester to Sloatsburg corridor.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
495	Schieber, Roger	25-Oct-11	Oral Testimony	I also agree with the idea that it has to be a new structure, that I believe it should be built structurally to last hundreds of years, not fifty years.
496	Schieber, Roger	25-Oct-11	Oral Testimony	if a mass transit road is so built I think it must be with the prioritizing around the West Bank of the Hudson River to have a transit component, one seat due scale track transit component direct from that side, direct to New York City is the most important transit component for the region in general.
497	Schutz, John Patrick	27-Oct-11	Oral Testimony	Let us know that it's going to be a design that isn't hideous because, frankly, history shows us that when you go and say we've dropped it from 6 billion down to 5.1, we go to expediency. That happened with the last bridge. We dropped how much we were going to invest in it and we got ourselves a 50-year bridge with these problems in it. Please, do a good job, make it look good, reduce the impact on us...
498	Schutz, John Patrick	27-Oct-11	Oral Testimony	Rail is too expensive. We get that. Start a jitney service across that bridge, but plan something. We pay enormous taxes. We get nothing out of it.
499	Seiler, Roger Chairman, Zoning Board of Appeals of South Nyack	27-Oct-11	Oral Testimony	And having all that traffic just stopped right down there, practically stopped, spewing out fumes, that's got to be dealt with. It's got to be dealt with mass transit. It's got to be dealt with by improvements to the corridor to the west. So I urge you to reconsider the plan to not do that.
500	Shaw, Marion	25-Oct-11	Comment Form	Instead of tearing down the existing bridge, keep it for pedestrians and bikers like the "Walk-way" over the Hudson in Poughkeepsie -- make it an attractive park.
501	Shields, John	27-Oct-11	Comment Form	After 10 years of meetings! How can you even consider NOT having a mass transit component! Shameful. Shortsighted. Wasteful.
502	Shimsky, Mary Jane Westchester County Board of Legislators	25-Oct-11	Oral Testimony	let's come up with a design that will allow the bridge to last much longer than its current life span. We don't need a 50-year bridge. We don't need all of the debate, all of the preparation, all of the displacement every 50 years. Let's get the bridge right. There are plenty of bridges in this world that are 2,000 years old. Let's see if we can make this one last 200.
503	Shimsky, Mary Jane Westchester County Board of Legislators	25-Oct-11	Oral Testimony	I think it is important to design a project that will allow us to improve our mass transit infrastructure That being said, everyone has to know that that will greatly increase the cost of understand this project. And facile answers like slightly raising tolls or even public/private partnerships are not going to get us a bridge or mass transit system in a cost effective way.
504	Simoes, Jose	15-Nov-11	E-mail	The document does not have a "proposed action" as would be typical for a scoping report. It claims to have 2 alternatives: build or no build, but both of these actions are required to be analyzed; studying the short span versus the long span design "alternatives" is really more of a cost-benefit analysis of alternate structural systems. An alternative(s) is needed to building the bridge as proposed. The only actual alternatives considered in the document have been eliminated. The DEIS should consider these alternatives and provide the information that led to them to being precluded. More importantly, the conversion of the emergency vehicle access lane to a BRT lane should be analyzed as a viable alternative.
505	Simoes, Jose	15-Nov-11	E-mail	While the document states that transit will not be "precluded," this does not mean it will be "accommodated." The bridge replacing the Tappan Zee must accommodate the transportation needs of Rockland County and the surrounding region, which is projected to continue growing. If the new bridge is to serve well into the future it must be constructed to accept transit services with minimal modification to the structure and hindrance of traffic. The document speaks of additional strengthening of the initial bridge structures to support future transit service at a cost of \$200 to \$300 million, but it is unclear as to whether this would happen now or when the transit would actually be put in place in the future. To that end, it would appear that the proposed emergency access lanes could be easily converted for use as Bus Rapid Transit (BRT) lanes at any time after the bridge is constructed. The proposed configuration of the bridge can "accommodate" transit and the document needs to acknowledge and address this.
506	Simpson, Burt	25-Oct-11	Oral Testimony	Either a new bridge design and the existing, if retained, in the spirit of the High Line have several piers, especially the Rockland end whose shore is further from the high span portion. And perhaps at both ends could docks be put under and perhaps sheds for rowing shells, canoes, and kayaks, et cetera so that the river could really be accessed and become a true amenity.
507	Simpson, Burt	27-Oct-11	E-mail	The proposed design at this point, still in the feasibility or preliminary design phase, is already obsolete and inadequate and even if ground, or the river bottom, were broken on the construction of it today it would still be years from being traversable. I understand money is tight, but we must find a way to provide significant and measurable improvement, because we will not have this opportunity to do this again anytime soon, and if we do it will likely be because it was not done right this time.
508	Simpson, Burt	27-Oct-11	E-mail	While we will not want to wait 31 years for the second level, I suggest following the George Washington Bridge model of building the primary deck first, but building it to accept a lower level, although in this case construction of the lower level should commence no later than completion of the upper level and as early as possible before that would be even better.
509	Simpson, Burt	27-Oct-11	E-mail	Can the outer pedestrian / bicycle lane double as an emergency access lane?. Pedestrians and bicyclists would need to move out of the way, perhaps on to the balconies which are to overhang the river which were described verbally by some out at the boards, but waiting for them to get out of the way may still be much quicker then trying to get through traffic that has come to a stop 2. I suggest making it double width so vehicles can pass one another if going in opposite directions or if leaving the scene before the vehicle ahead of them. 3. If we were to do this believe we would want about five pedestrian bridges to go from one side of the bridge to other so that if the pedestrian / bicycle path on one side was needed for emergency purposes it could be closed and the pedestrians could get to the one on the other side. These would be at each end, the middle, quarter and three quarter points.
510	Simpson, Burt	27-Oct-11	E-mail	In my sketch I may not have positioned them right for this purpose, but can the bus lanes double as emergency access, when they are not needed use them for buses, but when they are needed close them and send the buses across with the other vehicles.
511	Simpson, Burt	27-Oct-11	E-mail	I have three lanes in each direction on the upper level, and another three lanes that would be switchable on the lower level. There should always be three lanes in each direction, and six lanes would be available in the direction of the greatest traffic flow. If there was maintenance or an emergency on one of the upper ones in either direction, that traffic could be diverted to the lower level.
512	Simpson, Burt	27-Oct-11	E-mail	The dual bridge design with the space between the spans by my calculations is 224 feet wide, while my proposed scheme is eleven lanes wide, which at twelve feet each that comes to 132 feet wide, although mine does not include potential needed width for dividers and/or railings, but it is a difference of 92 feet, and the proposed scheme two spans total 178 feet in width which is wider than mine by 46 feet. The total width of both levels of mine is 240 feet, which is only sixteen feet wider than the two span proposal, but I believe it is much more functional.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
513	Simpson, Burt	27-Oct-11	E-mail	The bulk of the existing bridge is perpendicular to the current flow with sharp curves at each end, and the proposed replacement has been laid out parallel to it. This is fine, but no one could tell me that there was any reason that it particularly needed to be perpendicular to the current flow, although there was some mention that the point where the existing bridge meets Rockland County is just a few feet beyond Port Authority jurisdiction. The following idea of mine would be easier to discuss while looking at a map of the bridge, as I did with Mark Roche of Arup on Tuesday, but he wanted me to try to describe what he called a crossover scheme. The advantages of this would be to increase the radius of the curves so they would be less sharp, and since being closer to a straight line it would be shorter, it might be cheaper to build. The disadvantages are that it would require some property acquisition, at most about 300' of width but that might be able to drop down to about 175' by the riverbank properties if the phase 2 lower level could get in underneath quick enough, and just west of the high span it would cross above the existing bridge which would require even more care when being built. Additionally, if this were to be done, although some land would need to be taken, probably as much or even a little more land could be made available when the existing access roads were no longer needed for development, parks, or however the community on each side deemed appropriate.
514	Simpson, Burt	27-Oct-11	E-mail	The idea, starting from the Westchester side, as best as I can describe it verbally, is as follows: 1. From the highway take a more gradual curve and go out into the river slightly south of the existing span. 2. End this curve perpendicular to the ship channel and continue to the far side of the high span. 3. Just west of the high span go slightly more north over the existing span, this should work and be feasible because the new span is to descend more gradually than the existing one and head for the shore just north of the four building Salisbury Manor apartment complex. 4. Then via a more gradual curve connect into the existing highway. 5. If my two level scheme were used, believe it might be able to squeeze between the Salisbury Manor complex and what looks like an expensive house on the water just south of Smith Avenue.
515	Simpson, Burt	28-Oct-11	E-mail	I just realized that you had two proposals for the high span, arch and cable stay, but I just realized that the cable stay probably is unfeasible, at least with the designs as proposed. For a bridge with a single line of cable stay supports it has to come up through the center of the bridge. This works fine when you have traffic going one way on one side of the bridge, and traffic going the other way on the other side of the bridge, and the center divider splits slightly to allow the towers and cables to come through. But you are proposing separate spans with the traffic lanes on each going across the center of each span. To make this work you would have to divide the lanes at the high span over the ship channel with some lanes going to one side of the structure that come up and other lanes going to the other side of it. I am sorry to be critical, but any freshman structural engineering student should have been able to figure this out. So not only do I conclude that of these two only the arch will work, but I am disappointed because unless I am missing something, the cable stay option should not have even been presented and it is very troubling because if you missed that basic conflict it calls in to question the rest of the work that has been done on this important project. If the design as proposed is built, a single row of columns may be possible down the center along the bulk of the bridge, but at the high span over the ship channel, whether it is the cable stay or arch design that is used, especially in the dual span configuration that has been proposed, the supports will likely need to be at the sides of each bridge.
516	Simpson, Burt	25-Oct-11	Oral Testimony	Should have non vehicular lane on both the north side of the north span and south side of the south span. This would allow for either the pedestrians and cyclists in one direction on one side and the other direction on the other side or separating pedestrians and cyclists, whichever is deemed best. As a minor side issue, the George Washington Bridge has pedestrian lanes on both sides, but they have sharp turns around the piers. If that could be avoided, it would be helpful and make it flow better, especially for the cyclists.
517	Simpson, Burt	25-Oct-11	Oral Testimony	If on the same level with vehicular traffic, the public transit should go on each side on each span, on the inboard side near the other span next to the emergency access lanes so if there's a problem it can easily be gotten to. Both spans should be the same width, perhaps 100 to 120 feet wide or so. Even if there's money tight, it's cheaper to do it now.
518	Simpson, Burt	27-Oct-11	E-mail	A very minor ancillary point before I forget it, if by any miracle the existing bridge can remain in the spirit of the High Line on the lower west side of Manhattan, the first 1000 or so feet from each end could be dead end parking lots with 90 degree parking spaces and loop to make a u-turn at the end nearest the center of the river. The likely scenario is that the bridge is not even safe enough to retain as a park, but there is significant desire for it if it is at all feasible. If it is ultimately possible, putting parking at each end could alleviate the parking concerns that have been expressed, and if it is possible to retain as a path across the river, it might alleviate the need for pedestrian and bicycle lanes on the new bridge.
519	Simpson, Burt	27-Oct-11	E-mail	One last ancillary point. Because I am not a great cyclist, despite having a very nice bicycle, and do better when coming to a stop and restarting if I can put my right foot on a curb rather than having to dismount, would like continuous curbing on the right side of the bicycle lanes in each direction.
520	Simpson, Burt	25-Oct-11	Oral Testimony	[We need five lanes of traffic each way and six if two directions on a single span is to be viable. Four lanes each way is barely more than we have now, which is clearly inadequate.
521	Simpson, Burt	25-Oct-11	Oral Testimony	We need commuter bus lanes and rail. Bus and rail could go below the spans. However, not clear if viable on Short Span scenario because it was not shown on the diagram. But it may be possible. Doing on separate third span or between the spans later will undoubtedly be more expensive in the long run.
522	Simpson, Burt	27-Oct-11	E-mail	Two unequal width parallel bridges are being proposed, the narrower of which is approximately the same width as the existing bridge. The designs are exceedingly generous with shoulders and emergency lanes. The result of this is that despite the proposed design having over twice the total width of the existing single bridge, the improvement to traffic flow is minimal.
523	Simpson, Burt	27-Oct-11	E-mail	I have lived in northern New Jersey my whole life, but am at least moderately well traveled. While I understand they are much older, few if any other New York area crossings have shoulders or emergency access lanes, and I am uncertain if others elsewhere do or do not have such provisions.
524	Simpson, Burt	27-Oct-11	E-mail	I understand that collisions on the bridge have been higher than desirable. As a reasonable intelligent layperson I thought it would have been the curves that would have been most at issue, but I understand it is where the slope changes that there are the greatest problems. The slope issue has been dealt with by endeavoring to make the change in elevation more gradual. This can certainly be done on the Rockland County side where the shore is further from the deep water ship channel, presume but am not certain that there is enough distance to accommodate this on the Westchester County side where the shore is closer to the deep water ship channel. And as for the curves, I have a thought about that that I will describe below. If making these efforts to make the bridge safer are successful, does that mitigate the need for shoulders and emergency access lanes?
525	Simpson, Burt	27-Oct-11	E-mail	I do not know if I got it all right, but as much as possible can we use the same lane in more than one capacity?
526	Slattery, Lee	27-Oct-11	Oral Testimony	The problem is to get as many people across that bridge as you can. Building a new bridge in the same idea as the old bridge doesn't solve it. And I know we don't have the money now for mass transit and that's why it isn't being considered with this bridge. To be added later? Yeah, they were going to add it to the George Washington Bridge 80 years ago. Never did.
527	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Another question that must be addressed is whether putting in a third span is a better alternative environmentally than simply building BRT into the New Project now? Addition of a third span requires extra construction and possibly extra physical changes to the river environment that can simply be avoided by building BRT into the bridge from the beginning. Moreover, it is possible that if public transportation is built into the bridge from the beginning, the gap between the two spans could be narrowed and thereby possibly mitigating environmental impacts. Again, because the BRT alternative is feasible technically and financially, it must be studied under NEPA and SEQRA.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
528	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	By ignoring past studies as it suits the FHWA and NYSDOT, this section raises the legitimate question of whether the government could even show that it has met its burden under NEPA and SEQRA to actually explore all feasible alternatives. The analysis in the Scoping Packet on its face is clearly limited. When also considering that the Old Project which included almost a decade of studies and public meetings concluded that any bridge must include public transportation, it is very hard to see how the government can meet the requirements of NEPA and SEQRA under the process envisioned by the Scoping Packet without adding alternatives that include public transportation.
529	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	And, before October of this year the project was taking every effort to meet those goals this is what we will call the "Old Project." The process of studying the Old Project included 280 public meetings and produced many studies. All of this work concluded that if and when the Tappan Zee Bridge is replaced, public transportation must be included in the project. (See Revised Notice of Intent (NOI), February 14, 2008, Section 3).
530	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Public transportation was determined to be of such critical importance that all of the build scenarios that were to be studied in the Old Project's Environmental Impact Statement (EIS) included public transportation - the EIS would merely determine what public transportation alignment and implementation methods would be best.
531	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	As explained in further detail below, the New Project should include the study of building transportation into the bridge and fully implementing BRT from Suffern to Port Chester in the future because this alternative is completely feasible based on the studies from the Old Project and the amount of money allegedly available.
532	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	All alternatives studied in the EIS should include cross-corridor bus rapid transit from Suffern to Port Chester.
533	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 1-2 Project History: Page 1-2 states that "In 2011, while advancing financial analysis, it was determined that funding for the corridor project (bridge replacement, highway improvements, and new transit service) was not possible at this time. The financing of the crossing alone, however, was considered affordable. Therefore, it was determined that the scope of the project should be limited, and efforts to replace the Hudson River crossing independent of the transit and highway elements should be advanced." The Scoping Packet must explain who made this determination, when it was made and what type of analysis was used to make the determination. In addition, the Scoping Packet must explain what is meant by "transit" in the foregoing quotation BRT? Commuter rail transit (CRT)? Both? An assertion that not enough money is available to build a bridge without transit that has no supporting evidence and is directly contradicted by the 2009 Alternatives Analysis is clearly deficient. The 2009 Alternatives Analysis clearly found that \$5.2 billion is sufficient for building a new bridge with fully installed BRT, with additional funding necessary to build out BRT into the corridor. Omitting these critical facts from the discussion completely skews the range of feasible alternatives that should and will be studied in the EIS, contrary to National Environmental Policy Act (NEPA) and State Environmental Quality Review Act (SEQRA) requirements. Unless sufficient information is provided to show exactly what funding is available, it is impossible to know what alternatives are actually feasible and, accordingly, the EIS could not hold up to scrutiny based on the Old Project's documents.
534	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Page 2-7 starts with the following: "Consistent with and in furtherance of the project's goal to 'maximize the public investment in a new trans-Hudson crossing,' planning for a wider gap between these structures to facilitate the third option for transit service is considered prudent at this time. Therefore, a 42-foot gap would be provided between the highway structures at main span. The gap would narrow as it approaches the landings, but the transit structure could be provided at a lower elevation (i.e., below the highway deck) at these locations." This accommodation is a head fake - it creates the appearance of maximizing public investment while disregarding the following: 1. Not including public transportation will not alleviate congestion that exists now and is only projected to get worse; 2. This process was already ongoing with an aim to tackle both short-term and long-term problems and made specific findings that including public transportation was imperative to meet current and future demand and the first step of implementing cross-corridor BRT - incorporating BRT into the bridge - could be done for \$5.2 billion; 3. Two separate EISs and two separate construction projects are most likely not a better use of the public's investment than doing the work all together, especially since a combined process had already been ongoing for a decade; and 4. The price for infrastructure goes up every year, so it is hard to imagine how doing all of the construction now, especially during a down economy, would not be more cost-effective than at a time in the future. Based on these and other issues, it actually looks like the public investment is not being maximized. A more detailed financial analysis must be done to show that this purpose is actually being met.
535	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Alternatives Development and Evaluation, This section of the Scoping Packet is inadequate. In Section 2-1 Alternatives Considered and Eliminated, the Scoping Packet liberally sites to the 2009 Alternatives Analysis's finding that the Rehabilitation Alternative is suboptimal and not worth studying. Then, in Section 2-3 Alternatives Recommended for Study in the Environmental Impact Statement, it's as if the 2009 Alternatives Analysis was never done. There is no discussion of the extensive findings that public transportation must be included in the project, that all of the previous alternatives included both BRT and CRT or that page 73 of the 2009 Alternatives Analysis clearly states that a bridge that includes BRT is financially feasible based on the funds currently available for the New Project.
536	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Public transportation is not involved in the New Project in any way. The most frequently cited reason for the about face is lack of funds. This is a curious explanation for various reasons. First, no analysis has been presented that shows the total funding amount available or why more funding could not be obtained. This is very likely because no financial analysis has been done. Second, the 2009 Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge report (2009 Alternatives Analysis) analyzes the cost of building a bridge with different types of public transportation. One configuration had fully implemented bus rapid transit (BRT) yet no commuter rail transit. That report found that the cost for that new, double span structure that included fully implemented BRT as well as four general purpose lanes and a bike path on each span would be \$5.2 billion (in 2012 dollars). This is the exact same amount that the state and federal authorities have said is available now. (See 2009 Alternatives Analysis pg. 73). An additional, relatively small amount of funding was then needed to implement BRT throughout the corridor. Despite this fact, the state and federal authorities continue to assert that they will not study BRT.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
537	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 1-6 Goals and Objectives: Under the first bullet point "Ensure the long-term viability of this Hudson River crossing by:" include "Providing a bridge that can meet the travel demands in the corridor for the next 100 years." Under the second bullet point "Improve transportation operations and safety on the crossing by:" include "Providing a bridge that can meet the travel demands in the corridor for the next 100 years by increasing mobility through implementation of transportation on the bridge and in the I-287 Corridor." Under the third bullet point "Maximize the public investment in a new Hudson River crossing by:" include "Providing a bridge that can meet the travel demands in the corridor for the next 100 years by assembling a bridge with fully designed and implemented BRT as well as capacity for CRT in conformance with previous studies that clearly found this approach both desirable for meeting current and future mobility demands in the region and feasible in light of current funds availability." The third goal of maximizing the public investment clearly cannot be met without including public transportation; specifically cross-corridor BRT. The Old Project maximized public investment by bringing together various state and federal agencies to attack several problems at once: the need for a new bridge, the need to deal with current and future traffic demand and the need to have more sustainable regional land-use planning that would allow the region and its economy to flourish in the future. The New Project does none of this and clearly disregards findings from the Old Project that are no longer liked, such as the finding that \$5.2 billion dollars is enough to build a bridge that includes BRT.
538	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Throughout the evolution of the project, the Tri-State has had three major concerns: that all transit modes are evaluated comprehensively and fairly, that the project proceed with real public input and that the project incorporate land use planning with the understanding that it will have wide-ranging development impacts on the Hudson Valley, which has already been irrevocably transformed by the opening of the original Tappan Zee Bridge.
539	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	• These reports show that public transportation is an absolute necessity for dealing with current and future traffic problems. The bridge is already severely congested, operating at level of service C and below during peak travel times. (See Alternatives Analysis Report 2006, pg. 4-1 7, 4-19).
540	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	The EIS must analyze inclusion of cross-corridor BRT from Suffern to Port Chester in order to determine how said inclusion can meet all three of the New Project's stated goals. The cost of installing full BRT is relatively small compared to the potential benefits of increased mobility, traffic reduction, compact development that would replace sprawl and all of the attendant environmental benefits that go along with more mobility, less traffic and less sprawl are significant. Inclusion of public transportation alternatives is exactly the type of analysis that NEPA and SEQRA require, especially when they are feasible and can more effectively meet all of the elements of the New Project's Purpose and Need.
541	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	Good afternoon. I am Kate Slevin, executive director of the Tri-State Transportation Campaign, a regional policy watchdog organization working for a more sustainable transportation network in New York, New Jersey and Connecticut. I'm surprised to be here. Like many in this room, my organization has spent a decade participating in the Tappan Zee Bridge/I-287 Environmental Impact Statement. In the mid 2000s, that process led to the conclusion that public transportation should be included in any plans to replace the bridge. The need for and potential benefits of public transportation in the I-287 corridor were widely documented and supported.
542	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	Governor Cuomo's legacy is at stake here. Last year, Governor Christie killed the ARC passenger rail tunnel which would have doubled rail service between NJ and Manhattan, increased property values in NJ, and generated thousands of jobs. He did so for political reasons. Christie's legacy is forever scarred by that move, and commuters will be feeling the pain of his decision for generations to come. Governor Cuomo is facing a similar situation right now. Does Governor Cuomo want to be remembered as the person who killed transit across the Tappan Zee Bridge? For commuters stuck in traffic and the sustainability of our region, let's hope not.
543	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	Oral Testimony	we urge Governor Cuomo to take a step back and ensure that this project includes public transportation, particularly east-west bus rapid transit and all the alternatives being studied in the environmental review. And we don't mean design the bridge so that transit can be accommodated at some later date. We mean build the bridge with dedicated bus lanes and bus service across the corridor now. If we don't build transit now, it's unlikely we ever will. The George Washington Bridge was meant to eventually accommodate transit, but obviously that transit was never constructed.
544	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	Oral Testimony	Scoping documents say the funding was not available for the full project, so public transportation was eliminated. It's not clear how this decision was made and what cost estimates were being used. There is no clear funding source for any part of the project, so new revenue will have to be generated no matter what. Why is part of the project affordable, but other parts are not? Bus rapid transit was the cheapest of all the components and it is likely an improved design could further drive the costs down.
545	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	Many potential alternatives for a new or rehabilitated bridge were narrowed to five, with all but the "do nothing" alternative including bus rapid transit or commuter rail. In 2008, state agencies indicated a preferred alternative would be a new bridge and bus rapid transit service from Suffern to Port Chester, and eventually, a rail line into Manhattan. My organization supported the decision. We were especially impressed with cross corridor bus rapid transit's potential to get people out of their cars, reduce congestion, clean the air and provide an economic development backbone for the Hudson Valley. But two weeks ago, Governor Cuomo threw this all out the window. With the help of President Obama and the FHWA, he decided that he would replace the bridge and forego the public transportation. In doing so, Governor Cuomo ignored the findings in a decade of study and the public consensus that had developed in 280 meetings. The move is sure to erode people's faith in government and elected officials.
546	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	Today, we urge the Governor to take a step back and ensure that FHWA include public transportation particularly cross corridor bus rapid transit- in all alternatives being studied in the Environmental Review. And we don't mean design the bridge so transit can be accommodated at some later date, we mean build the bridge with bus rapid transit across the corridor now. If we don't build transit now, it's unlikely we ever will. We should learn from our mistakes. The George Washington Bridge was meant to eventually accommodate transit.
547	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	f Oral Testimony submit	The EIS should also look at using a lane on the new bridge for a high occupancy toll and bus lane and a "BRT-Light" option that maximizes uses of existing infrastructure. It should also look at time lost in congestion due to construction and waterfront and aesthetics impacts of building a bridge twice as wide as the current one. It should look at the benefits of public transportation for business on both sides of the river. It should look at the job creation benefits of public transportation since transit projects create more jobs than bridge construction alone.
548	Slevin, Kate Tri-State Transportation Campaign	25-Oct-11	Oral Testimony	Plus, bus rapid transit can create jobs, benefit the economy and the environment. Given that transit projects create more jobs than bridge construction alone, now as it is a recession, it is the perfect time to do this.
549	Soto, Patricia LWC of Rockland County	27-Oct-11	Comment Form	Speaking for myself and the other members of my organization who have participated in the process from the beginning, we have become disappointed and frustrated that all the comments and choices which the public presented are apparently being disregarded. The "roadway-only" bridge will be full the day it opens. We need to plan for the future which we though has been happening up to now. You must consider planning along the corridor at the same time you are planning for a Bridge for the 21st Century and forward. Back in the 50's, no one anticipated the growth of traffic on the TZB but the planners did because here we are in 2011 and the TZB is still going strong! Don't be short-sighted! Plan for a bridge/corridor with consideration for energy, environment and our grandchildren and great-grandchildren. Although the financial times are difficult, if we plan for the future needs, it will be money well spent.
550	Stewart, Andrew	27-Oct-11	Oral Testimony	It feels to me like in the process to doing this, we could actually dress up the gateway to Rockland County and make it much more inviting, maybe even with a little visitor's center or something that brings in some ratables. I'd like to know what can be done in that way.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
551	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	I am grateful for the willingness demonstrated by President Obama and Governor Cuomo to complete this project, but we should seize this opportunity and build a Tappan Zee Bridge that will have a lasting positive impact on the region, State and Nation.
552	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	I urge you to consider including bus rapid transit in design plans for the Tappan Zee Bridge Replacement. Moreover, I ask that you address the health and environmental concerns of my constituents who live in the immediate areas surrounding the bridge and give careful consideration to the impact that constructing the bridge will have on these communities.
553	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	As you know, there are limited mass transit options across the Tappan Zee Bridge and the 1-287 Corridor. The bus lines that do exist must travel in mixed traffic, which subjects them to the same congestion and delays as other vehicles. Moreover, the bridge carries approximately 138,000 vehicles daily and travel demand is expected to grow significantly in years to come. Bus rapid transit would help alleviate congestion by providing a viable transit option for commuters across the Hudson River and through the 1-287 corridor. This will take cars off the road, reduce travel time, cut carbon emissions and maximize the economic development potential of this important project.
554	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	These were among the reasons why a 2008 Notice of Intent, with the New York State Department of Transportation (NYSDOT) serving as lead agency, expressed the need for transit improvements on the Tappan Zee Bridge and 1-287 corridor, including bus rapid transit. The notice said "traffic forecasts clearly demonstrate a demand for travel in the corridor that cannot be accommodated by highway improvements alone."
555	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	Transit improvements on the Tappan Zee Bridge are necessary, and bus rapid transit is an affordable option with significant benefits. In addition, the long and short term concerns of residents in the immediate neighborhoods surrounding the bridge should be thoroughly considered.
556	Stewart-Cousins, Andrea New York State Senator, 35th District	15-Nov-11	E-mail	In the Notice of Intent issued on October 12, 2011, we learned that the FHWA, serving as lead agency, is preparing an Environmental Impact Statement for a Tappan Zee Bridge replacement that does not include bus rapid transit or any other mass transit options. I am concerned that such a proposal does not adequately address the traffic congestion, environmental and economic needs of the region.
557	Stoddard, Matthew P. Local 417 Iron Workers and Rockland County Building Trade	27-Oct-11	Oral Testimony	...the greatest city in the world should have the greatest bridge. This is the entrance to New York City, it's the main way in, and we need a bridge that can accommodate the workers, the visitors, and all the people from the area. And it should be a bridge that we can be proud of like we are of New York City.
558	Strasser, Alfred	15-Nov-11	E-mail	My proposed solution is to build a one or two tube tunnel (not 4 tube as in your study) for only rail transport. Rail would transport all the trucks, with engines shut off, eliminating a major source of air and noise pollution, and as an option also providing the cross-Hudson passenger rail transport, currently eliminated, but much sought after by extensive comments from leading officials and private citizens at your meetings. This would give the current bridge added life, with significantly less if any repairs and it could be used until traffic is projected to build up again to its capacity. At that time the experience with the rail tunnel would justify two more tubes and this time for passenger cars. The bridge could then be either dismantled or used as Mr. Feiner suggested.
559	Strasser, Alfred	15-Nov-11	E-mail	The high cost for the tunnel that your Project has estimated is totally out-of-line with costs of recently built tunnels abroad. As I understand it, the recent tunnel in Shanghai was engineered by a German firm and built under their supervision by the Chinese within 2 years for \$1.5 billion. It is longer than the one the Project evaluated and has several tubes. Even if you double or triple the cost to make up for Chinese labor costs and perhaps for some technical differences, the cost is well below the Project's Hudson tunnel estimate. I recommend that you engage an architect engineering firm whose business is to build these tunnels, to provide a preliminary design and cost estimate, preferably the Germans that have built several similar tunnels.
560	Strasser, Alfred	15-Nov-11	E-mail	These comments are essentially a repeat of those that I made in a letter to you dated March 27, 2008. By now the tunnel could have been built! Nevertheless, I hope that my comments are useful and I would welcome any response.
561	Strasser, Alfred	25-Oct-11	Oral Testimony	The solution I propose is actually I second Sandy Saunders' suggestion to build a rail tunnel, not your four tube one which costs too much, but a one or two tube one which will take the trucks and the rail off the Tappan Zee Bridge and lengthen the life of the Tappan Zee Bridge. And it also will provide the rail mass transit, reduce noise and air pollution, and give the current bridge new life and perhaps use, as some of the people here suggested. Also, it's at a lower cost... So the whole project could be cheaper, less pollution, mass transit, and save the current bridge for a longer time.
562	Straub, Charlene	27-Oct-11	Comment Form	Disappointed transit is being delayed. It is needed now -- especially for economic growth in the Hudson Valley area. If not done in the next few years, the delay could have a negative impact in growth of area.
563	Strober, Eric	25-Oct-11	Oral Testimony	So I would encourage you on two fronts. Number one, reconsider a light rail or something that gets mass transit across the river that does not depend on MTA.
564	Suffern, Carolyn	27-Oct-11	Letter	I fully realize this is the 21st century, but two important transportation links that laid groundwork for the project we now consider, namely the Erie Railroad, predecessor to Metro-North and the Nyack Turnpike, the first road parallel to I-287 to cross the county were championed by my ancestor, Judge Edward Suffern. Much of the Nyack Turnpike was laid out on Suffern family land. Judge Edward also granted right-of-way to the Erie Railroad across the six miles of land he owned. In thanks, the Erie named their depot "Suffern's" leading to the current name of the village. Judge Edward also contributed funds and was one of seven Trustees appointed to supervise "construction, repair and improvement" of the Nyack Turnpike in 1830.
565	Suffern, Carolyn	27-Oct-11	Letter	It is painful for me to think now, given Judge Edward's important contribution to transportation initiatives that have bolstered so well the economy of this county for over 180 years, that the Village of Suffern soon might be bypassed if a new train or bus station is located elsewhere. It is painful to me also to think the integrity of the effort Judge Edward led to support visionary transportation projects might now not be continued.
566	Suffern, Carolyn	27-Oct-11	Letter	The Village of Suffern has been an important crossroads since well before the Revolutionary War. Because of this strategic location, Suffern took a major hit as the NY State Thruway was built in the 1950's. There may well be disruption to the village with this Tappan Zee Bridge project. To compensate, I urge you to support Suffern and its economy by locating a new train and bus station on the entirely suitable large parking lot across from the post office in Suffern. Locating the station there would provide a tremendous, much-needed boost to the retail economy of Suffern.
567	Suffern, Carolyn	27-Oct-11	Letter	I come to ask that as you plan this much-needed replacement of the Tappan Zee Bridge, you plan for the future by incorporating now capacity for mass transit offered by trains and buses.
568	Suffern, Carolyn	27-Oct-11	Letter	I also come to ask that as mass transit is incorporated, the new terminus station be located in the Village of Suffern.
569	Suffern, Carolyn	27-Oct-11	Letter	In July 2010, I traveled to Suffern to attend both daylong TZB/I-287 meetings. To my utter dismay, I learned the plan was to locate the new mass transit station, essentially along the highway in Hillburn, NY, where little pedestrian access would be possible. This Hillburn location also would do very little to support the local retail economy.
570	Suffern, Carolyn	27-Oct-11	Letter	As you now decide how to build this bridge, as you now decide how you will support the future of this region, I urge you to build now for generations yet unborn so this project will not have to be revisited in another 50 years. I urge you to incorporate mass transit now. I also ask that you support me as I ask the economy of the Village of Suffern, NY, be supported by locating the new mass transit station there if this is within your control.
571	Suffern, Carolyn	27-Oct-11	Letter	Because Gov. Christie has cancelled the tunnel project that would have given direct access to Rockland County, the potential of deriving revenue from these tourists with any future projects created will be significantly reduced for Rockland County and the entire west side Hudson if mass transit is not included with the TZB project. I am aware of these difficult financial times, but it seems absolutely penny-wise and pound-foolish to not include mass transit.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
572	Suffern, Carolyn	27-Oct-11	Letter	As you now are charged to replace this failing bridge bringing a new turnpike to Rockland County, please see this bigger picture and include mass transit now. As Nyack benefited so long ago, I ask that now it be the Village of Suffern that is made to benefit well, that the transportation cornerstones laid long ago by my Suffern family now be honored and supported strongly in the place that bears their name by having a new mass transit station located there.
573	Suffern, Carolyn	27-Oct-11	Oral Testimony	I've come to ask that as you plan this much-needed replacement of the Tappan Zee Bridge, you plan for the future by incorporating now capacity for mass transit offered by trains and buses. I also come to ask that as mass transit is incorporated, the new terminus station be located in the Village of Suffern. In July 2010, I traveled to Suffern to attend both daylong Tappan Zee Bridge/I-287 meetings. To my utter dismay, I learned the plan was to locate the new mass transit station essentially along the highway in Hillburn, New York where little pedestrian access would be possible. This Hillburn location would do very little to support the local economy.
574	Suffern, Carolyn	27-Oct-11	Letter	As the decision is made whether to incorporate mass transportation into the Tappan Zee Bridge project, it is the enormous positive economic development impact it would support that should be strongly considered.
575	Tenenbaum, Irene	12-Oct-11	E-mail	I believe strongly that we should have a train line that connects to Metro-North. Who will make the final decision on the design of the new bridge? How can I get involved with influencing the decision.
576	Teufel, Norbert	14-Nov-11	Letter	I am an engineer with the New Jersey Department of Transportation. No doubt my organization will be in contact with you to give our official position. I write to you as an interested citizen on an issue that attracts my professional attention. I know about the corridor study that was made for the Suffern-Port Chester corridor, including this bridge. Some alternative proposals were dismissed by this study. What I have to ask is, can't more of what was done there be used here? After all, the issue of replacing this bridge was part of that study and the decision to build a replacement bridge came from that study. Everyone has, hopefully, had a chance to be heard. Can more be carried over from that study to this one? In looking at the projections for the increase of population and jobs over the study period, almost all of the areas will have their population grow considerably faster than their job pool. Are you projecting a significant increase in unemployment? Will many of these additional people be minors? If the jobs for these people lie outside the study area, how will they get to them (which might affect the traffic volume that the new bridge needs to carry)? I am working from memory in writing this letter, so I don't remember how much involvement you show for New Jersey residents. My impression, however, is that they should have more than what you show (I recognize that you are only naming the major units involved). Another party which is very much interested in this project is the Hudson Riverkeeper. You state that shoulders are included for emergency vehicle access. They are not-they are there to permit vehicles to get out of the traveled way if they cannot continue, or for vehicles to go around stopped vehicles which cannot get out of the traveled way. Emergency vehicles may use them but must expect interference from traffic, I have an idea for additional access for emergency vehicles which I will discuss shortly.
577	Teufel, Norbert	14-Nov-11	Letter	You talk about electronic tolling. I would hope that you will provide at least a few conventional tollbooths for those who still believe in cash.
578	Teufel, Norbert	14-Nov-11	Letter	My concept for the bridge would be as follows. The automotive traffic-cars and trucks would be on one level to provide maximum flexibility in routing around problems. The BRT lane would be separated from the rest of the lanes by a barrier with movable sections provided periodically. If a problem develops on the main road, emergency vehicles could be routed in the BRT lane past traffic to the next movable barrier section, which they would move to access the main road. Alternatively, Emergency vehicles could use the main road section to get around a stalled vehicle in the BRT lane and use the movable barrier to reach and extract it. The commuter rail line and pedestrian facility will be on a different level-this will permit the train to be evacuated if it stalls on the bridge. I would consider providing third rail electrification for the train, using the same system as on the Hudson Line, so that less pollution is directed at the pedestrians. I recognize that various demands may make this design unsuitable. In that case, the design should follow proper design principles. I merely offer these thoughts for your consideration.
579	Teufel, Norbert	14-Nov-11	Letter	A considerable amount of consideration was given during the corridor study to possible transit provisions. The conclusion reached was that a Bus Rapid Transit (BRT) system should be established the length of the corridor, and that a commuter rail line be built from North of Suffern to a connection with the Hudson Line on the East side of the river. It was thought that their construction might be delayed in order that an excessive amount of money might not be required. However, the bridge should be built with space and structural capacity to carry these future facilities, and I don't see that in either of the proposed build alternatives.
580	Vamos, Ivan New York Bicycling Coalition (NYBC)	13-Oct-11	E-mail	What solution, if any, will be provided for a bicycle and pedestrian crossing of the proposed bridge. While I understand the funding and time issues involved, you will no doubt remember that considerable effort on your part and on the part of advisory group (including myself) went into planning some excellent options to facilitate that needed transportation and safety related crossing as a part of the new bridge. Even if only rehabilitation is involved, some options facilitating a bike/ped crossing should still be a part of the project. I request a prompt reply, so we can advise others interested in supporting this bridge crossing for all modes of transportation.
581	Vamos, Ivan New York Bicycling Coalition (NYBC)	18-Oct-11	E-mail	This is my second request, any chance on getting information on the provisions being made to accommodate bicyclists and pedestrians on the selected bridge option(s?). An e-mail would be best, but a posting on your web site would also help. You went through a lot of effort with your bike/ped advisory group (including me), anything being done with that input?
582	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	This letter will follow New York Bicycling Coalition's (NYBC) Executive Director, Brian Kehoe's recent letter to you and Jonathan McDade regarding the Scoping Information Packet for the Tappan Zee Hudson River Crossing Project, dated October 2011. My comments will first allude to some of the observation members of the Bicycle and Pedestrian Advisory Panel, including myself, made during meetings with you and other DOT, Thruway and consultant staff.
583	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	We agreed that it is better to have a single, somewhat wider multi-use path rather than narrower paths on both sides of the bridge. This would no doubt cost less and be easier to maintain and to connect up with trails and routes at the two ends of the crossing than narrower routes on both sides of the bridges that some participants suggested. However, especially with only one path a proper width to accommodate complex two-way traffic including bikes, pedestrians, baby strollers and the handicapped is needed. The user density of travel this region can generate further supports this need. We believe that this requires at least the "14 feet (is) currently planned" as noted in the Scoping document. A reduction to a narrower route such as the "minimum of 12 feet" also mentioned (p. 2-6) would be ill advised.
584	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	Further, we also noted, and I support the observation that the north side of the bridge offers attractive views and appeared a little easier to connect to trails and routes than a selection of the south (eastbound) bridge for the path. Though this decision could be reexamined if needed, fuming up this selection will help advance work on the many details that should be worked on.
585	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	There were many details regarding the design of the multi-use path, its management and its connection to the trails and pathways on both ends of the Bridge that require imaginative planning and design work. I hope the Bicycle and Pedestrian Advisory Panel will again be convened to help advance some of this work. I would be happy to continue to represent NYBC on such a panel.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
586	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	I was delighted to see that the proposed Environmental Analysis listed bicyclists and pedestrians as a part of the "transportation" section of the analysis (p. 3-7). I have long insisted that though biking and walking are sometimes exclusively recreation, for me, a bike commuter, and an increasing number of New Yorkers, the modes also serve as practical means of transportation. To that end some benefits of including the multi use path should be cited in any final transportation section of a scoping document, even if that's done as a reference to a stand-alone document that is filed with the other project reports. I feel that the transportation benefits of the path should be calculated including: • Many people working, living or in college near to the bridge, and especially in places where car parking is limited or tolls are costly will chose to bicycle at least part of the year. For me, this was about 100 to 120 working days during my years of full time work. This reduces motor vehicle volume, gas consumption and emissions (especially during summer days with high ozone conditions. Also the option for this mode selection should be mentioned in (3-4-8) and energy, and climate change (3-4-15).
587	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	While the report cites regional and parkland enhancement plans (3-8), tourism will be a great beneficiary of the new multi-use path. Businesses on both sides of the bridge will orient their services to attract these new visitors. Additionally, many people who come to Nyack or Sleepy Hollow for a few hours, perhaps via Metro-North, may chose to cross the bridge with a rented bike and spend an extra half day or overnight, benefiting the hospitality industry and other services in the area. The added trail connections and hiking and biking opportunities will have significant health benefits for those taking advantage of the new crossing. Longer tours and fundraisers involving walking or bicycling have taken advantage of other unique crossing opportunities, encouraging these healthful modes of travel.
588	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	Environmental justice (4-4) as well as transportation equity may be important factors to note for serving the segment of the population with limited mobility because of poor economics and low levels of car accessibility. Crossing the Hudson to find a job or a better school may become feasible by bicycle, opening up opportunities that are closed because of the high cost or unavailability of automobile travel.
589	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	One additional benefit of the multi-use path is its use during some emergency conditions. The motorized vehicular traffic lanes are sometimes gridlocked and are even in need of evacuation. In this situation, the availability of a route to walk off the bridge or for emergency personnel to approach the problem area can be invaluable. While we hope such conditions don't arise, the availability of an evacuation path can be invaluable if they do.
590	Vamos, Ivan New York Bicycling Coalition (NYBC)	11-Nov-11	Letter	It may be beneficial to quantify some of these benefits of the multi-use path across the Hudson in the scoping or other documents, or at least to summarize the issues involved in a separate report. We hope that the proper documentation of these benefits will be developed to support the commendable decisions taken regarding the multi-use path across the new Tappan Zee Bridge.
591	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	EARLY ACTIONS Current and future mobility issues must be addressed. The need to implement early action projects in the corridor is critical to the economy and quality of life for Rockland, the Hudson Valley and the entire region. • Funding must be identified and investments must be made to improve transit options to reduce congestion in the corridor. • This project must improve the Intelligent Transportation System (ITS) in the corridor, including radio, VMS signs and other early warning systems to improve mobility and incident management outreach to surrounding communities. The project must facilitate integration of ITS technologies with Rockland County transit operations. • NYSDOT must work with the NYSTA to use shoulders for buses during peak travel times in the I-287 corridor with connections onto the service lane of the bridge, as shown in picture below: http://www.dotil.gov/busonshoulder/index.html • NYSDOT must work with MTA to enhance the existing Haverstraw/Ossining ferry service with mid-day and weekend service to help relieve congestion on the TZB River crossing.
592	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	REPLACEMENT BRIDGE ALTERNATIVES Of the two options outlined in the scoping documents (Short Span single level with more support piers or Long Span truss bridge with two levels), details must be provided to indicate which structure will best be able to meet long-term transit/mobility needs along with ensuring safety, ease of operations and optimal life span with the least amount of maintenance. The Scoping Document's omission of any reference to a bus lane on the new bridge facility or bus/BRT connection to the Tarrytown Rail Station is a cause for serious concern. Rockland County asserts that the project limits and scope must be expanded to include a dedicated bus lane on the crossing and a direct bus lane/BRT connection from the Tarrytown Toll Plaza to the Tarrytown Rail Station. The Tarrytown BRT connector is important not just for Rockland commuters connecting to the Metro-North Hudson Line but for mobility within Tarrytown as well. New, large scale multi-unit housing construction along Tarrytown's waterfront, both planned and currently underway, will either contribute to traffic congestion and poor air quality along Tarrytown's narrow streets or provide the perfect market for BRT service—it all depends on the construction of the BRT connector. Rockland County's Tappan ZEE Express (Tax) bus service along the BRT connector would provide them quick access to shopping at Palisades Center Mall and other destinations in Rockland, and Westchester's Bee-Line buses would take advantage of the connector to provide quicker service to employment destinations such as White Plains. Expedited funding for the Tarrytown BRT connector could be secured through FTA's Small Starts program, which provides a streamlined application process for capital funding.
593	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	BICYCLE /PEDESTRIAN The following is stated in Section 1-5-4 (Mobility Deficiencies): "Despite the presence of well connected railway systems on either side of the Tappan Zee Bridge, cyclists and pedestrians are prohibited from the bridge itself because pedestrians and cyclists are not permitted on interstate highways." Such a statement regarding the existing structure also has implications for the replacement bridge. Therefore, the following bicycle and pedestrian connection concerns must be addressed: • Show the bicycle/pedestrian lane connections on each side of the river and how they will interact with future transit and highway improvements. The project should provide and/or improve all bicycle/pedestrian connections from existing trails to this structure. • Provide the project limits and connections to the bicycle/pedestrian improvements on and off the bridge in both South Nyack and Tarrytown. • The EIS must address issues associated with the influx of visitors who will want to experience walking/biking across the Hudson on this new structure. It must also address the impacts of parking needs in and around the facility. • Incorporate the use of public transit into the bike/ped facility design to ensure that it can be accessed via transit.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
594	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	Other Bridge Replacement concerns are as follows: <ul style="list-style-type: none"> • The current bridge operates four general purpose lanes during peak travel times. The back-ups that occur during AM eastbound travel extend past Exit 15 in Rockland. The back-ups during the PM westbound commute extend into Westchester along the 1-287 corridor. All of this congestion and back up is due primarily to the current configuration of the highway in Rockland County. Back-ups occur on the Rockland side due to the heavy merge, poor transition lanes, no climbing lanes and a lack of mobility options for commuters in this corridor. This project must address those concerns. • If no transit is provided on a new structure, Rockland County insists that the EIS identify actions/measures to relieve congestion in the corridor until transit is provided on both the bridge and along the entire corridor. The impacts of having no dedicated transit in the corridor must be outlined. • Project limits need to be extended in Rockland County to the Palisades Center Mall for both transit and highway improvements and in Westchester County to the Tarrytown Rail Station and bus priority improvements to White Plains Transit Center/Rail Station. • This project needs to include the continuation of the existing transition lane from the bridge to Exit 12, both eastbound and westbound. • Clarification should be provided with regard to whether or not the proposed emergency lanes could be used for buses/BRT. • What are the plans to work with State Legislators to change the law to allow for this to be a Design/Build project?
595	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	The following statement appears in Section 1-5-4 (Mobility Deficiencies) of the Scoping Document: "The existing Tappan Zee Bridge does not allow for multi-modal travel. While buses do operate across the bridge, they use general traffic lanes."
596	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	Rockland County asserts that the replacement bridge alternatives presented in the Scoping Document provide the exact same result if no transit component is planned for and built concurrently with the replacement bridge. Rockland County can only support a new crossing project that will advance the construction of both transit and highway alternatives concurrently. We recognize the advantages of a project that is focused on the Tappan Zee Bridge. However, in order for this project to be acceptable to Rockland County, the project limits and scope must be expanded to include a dedicated bus lane on the crossing and a direct bus lane/BRT connection from the Tarrytown Toll Plaza to the Tarrytown Rail Station. Transit in this corridor is vital to reducing travel times and congestion while improving air quality in the region.
597	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	FUTURE TRANSIT <ul style="list-style-type: none"> • We must ensure that the bridge design does not preclude future Commuter Rail. To that end, Rockland County calls for the project to include strengthening the bridge during its initial build at an estimated cost of \$200 to \$300 million to withstand future commuter rail loads. • Rockland County wants a guarantee that transit and landside improvements begin even before the new bridge is completed. A start date for when the full-length corridor transit and highway improvements will begin needs to be part of the Record of Decision (ROD). • The Tarrytown BRT connector will not just improve mobility for Rockland commuters connecting to the Metro-North Hudson Line, but will improve mobility within Westchester and the region. Commuters will benefit from this connection both now and well into the future as transit continues to grow in the corridor.
598	Velazquez, Lawrence	15-Nov-11	E-mail	The current plans for the Tappan Zee Bridge replacement are inadequate. The no build alternative does not adequately explore the consequences of maintaining the current bridge with market -rate tolls, instead assuming increased congestion and continued auto-driven trends in living and employment throughout the counties served. Instead of encouraging walkable, sustainable, anti-sprawl development in Rockland, Bergen, and Westchester counties by building high -capacity mass transit into the replacement, the current plans merely add more car lanes. This will just encourage expensive sprawl which will become more and more untenable in the future.
599	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	25-Oct-11	Oral Testimony	I would like to request the need for connectivity on the old Croton aqueduct north section and the south section of the Croton aqueduct. The aqueduct OCS was cut off when 287 was built, in the 1950's and the Tappan Zee and it is heavily used by pedestrians and bikers who get lost on the 119 and Broadway. As a give back to Tarrytown, and all users in the area and all of Westchester County, we would like a bridge built over the existing 287 that would connect both portions of the OCS. In addition, a smaller bridge over 119 would fulfill complete connection.
600	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	25-Oct-11	Oral Testimony	In addition, I would like to renew my concern that there is no public transportation lane on the existing -- on the existing plan for the replacement bridge. It is an absolute necessity that at the very least we provide a bus rapid transit lane for current and future public transportation use... Please make certain that we have public transportation on the bridge when it is replaced.
601	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	14-Nov-11	E-mail	I join Tarrytown's village officials, Westchester residents, and the region's political leaders in requiring you to take a good hard look at alternatives that include a Bus Rapid Transit (BRT) component. It makes absolutely no sense to construct a bridge (or two bridges) without providing for a BRT. Otherwise, you are just stabilizing traffic congestion for generations to come, and not taking air particulate matter or carbon dioxide overload in our area into consideration, not to mention increased usage of fossil fuels at a time when the country needs to address all these problems. There is no mitigation of environmental impacts without providing public transportation lanes and a bus station in the new Crossing Project. I know others will address this issue more scientifically and specifically than I, but I feel it is necessary, as a grassroots environmental activist in the region, to weigh in on this important environmental issue.
602	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	25-Oct-11	Oral Testimony	Lastly, I would like to lobby for keeping the current Tappan Zee Bridge as a pedestrian walkway, bikeway and parkway. Having gone to the Peekskill High Bridge, I know how valuable that structure is to continued economic health of the community in Peekskill and recreational opportunity for many residents in the extended area. This region could use another bridge way over the Hudson, and it would be money saving not to demolish it, even with continued repair only for bike and pedestrian use in the coming decades.
603	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Finally, I welcome the DOT's decision to move this process forward without a mass transit component, especially in light of the financial constraints this project faces. That said, with an eye to the future, we need to examine the utility of including mass transit in down the road -- and to this end, I would encourage the inclusion of bus rapid transit, and argue against any inclusion of a rail component.
604	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	The facts speak for themselves--and against commuter rail. The TZ team's exhaustive alternatives analysis dispelled the wide misconception that people traveling east across the TZB go to Manhattan. Less than 10 percent of commuters travel to midtown. Over ninety percent are going to points east: Long Island, Connecticut, Westchester and the outer boroughs. Rail cannot meet those needs. Only Bus Rapid Transit can, because our needs are east-west, not north south. Not only that, the topography of Rockland is poor for rail and would require extensive tunnel cuts and staggeringly high elevated areas. The noise and vibrations of a train would disrupt communities across the corridor--with no cost benefit. It certainly won't remove the critical mass of vehicles needed to improve our air quality.
605	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Bus Rapid Transit will cost a fraction of what rail would. TriState Transportation estimates this cost to be under \$1 billion dollars. The public has received barely any knowledge of what these state-of-art buses can do. Equipped with every modern convenience, these buses provide the same amenities and speed that a train would. I advocate phasing this in as soon as our budget allows.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
606	Vogel, Kenneth	27-Oct-11	Oral Testimony	I'm rather glad that I saw there's some sort of effort to make a walkway across the Zee in your project. One of the things at the Scoping session up there for Walkway Across the Hudson was the people in Dutchess County will never visit Ulster County by car, but they'll certainly bike there. And I think the same could be said about Westchester for you guys here.
607	Vogel, Kenneth	27-Oct-11	Oral Testimony	I'm glad to see that they have a pedestrian section going to this bridge which -- the other bridges should be free, and I hope so.
608	Vogel, Kenneth	27-Oct-11	Oral Testimony	So my thought is, why don't you keep the west end of your bridge, the existing bridge, which is almost wide enough to be a parking lot anyway. If you really want to worry about parking your car on top of a bridge out in the middle of the river all day long, you can always put a canopy on it that has solar power on it. I'm sure you guys have seen that before.
609	Vogel, Kenneth	27-Oct-11	Oral Testimony	To leave off where I wrote in there, basically what I said was only do the transit section on the bridge once you get transit to the bridge. And what I mean by that is because since Hurricane Irene, the Port Jervis line has now had limited service anyway. The Stewart Airport commissions -- rail access to Stewart Airport pretty much has been halted, and even if they do it, there's no telling the MTA may discontinue service to Port Chester and make it only directly to Stewart Airport.
610	Vogel, Kenneth	27-Oct-11	Oral Testimony	And the other thought is if you do get transit to the bridge, then maybe you'll get it across the bridge. And in this way what you can do is at least get the transit to that location and then worry about getting across the Hudson. And do the ferry over to your existing bridge end instead of the hard to reach places to the north of you guys.
611	Waaser, Carol and Ellen Jaffe New York Cycle Club	4-Nov-11	E-mail	We are commenting on behalf of the New York Cycle Club, representing over 2,200 recreational cyclists in the greater New York area. We are pleased to see that both current bridge designs include a bicycle/pedestrian path on the north side. We believe such a path will see high usage, both from local cyclists and from tourists. We also believe that it could become an important link for alternative transportation for commuters, primarily people from the Nyack/Piermont area cycling to Tarrytown to take Metro-North into the City.
612	Waaser, Carol and Ellen Jaffe New York Cycle Club	4-Nov-11	E-mail	Our concern is for the details of the access ramps on either side of the new bridge. In general, the access ramps should: 1. Contain no sharp corners or hairpin turns. 2. Be segregated from pedestrian access stairs 3. Have a grade of, ideally, 2.5-3%, but in no case greater than 4%.
613	Waaser, Carol and Ellen Jaffe New York Cycle Club	4-Nov-11	E-mail	On the west side of the river, the access ramp should go out as far as South Broadway, or potentially as far as the Raymond G. Esposito Trail (also known as the Old Erie Path) that runs between Piermont and Nyack. We believe it should not end at Piermont Avenue in Grandview, as this would likely require a sharply curved ramp with a steeper grade.
614	Waaser, Carol	14-Nov-11	E-mail	NYCC President Ellen Jaffe and I attended the October 25 presentation in Tarrytown. We submitted comments on behalf of the New York Cycle Club on November 4, 2011. We are submitting the attached additional comments on behalf of the Club. Please let me know if you have any problem opening the document or if there is any other information we need to submit. We are commenting on behalf of the New York Cycle Club, representing over 2,200 recreational cyclists in the greater New York area. We have already submitted comments after the October 25, 2011 EIS Scoping presentation in Tarrytown. We are hereby submitting additional comments with regard, particularly, to the access points and connectivity on the east side of the bridge. We fully support the full comments made by Steven Faust on behalf of the Five Borough Bicycle Club, submitted on July 17, 2010, following the June 28, 2010 Open House. We wish to stress the importance of a safe direct connection between the bridge and the Putnam/South/North County Trail. With the inclusion of a bicycle/pedestrian path on the new Tappan Zee Bridge, there will be a significant increase in bicycle traffic on both sides of the river -- both recreational and commuter. Much of this traffic will now be east-west, with the desire to connect to public transit options as well as to the bridge. Connection to the trail is essential for both commuters and recreational cyclists. As Mr. Faust details in his comments, Route 119 would provide the best, most direct transit between the bridge and the trail if, and only if, the road includes facilities for bicycle use when it is redesigned and reconstructed. A wide, smooth, clearly marked bicycle lane in each direction is essential to the success of the overall project. We urge you to include this need in the scope of your Study. While the positive impact of the bicycle path on the bridge itself is invaluable, there will be a counter negative impact on the desire to lower automobile usage in this corridor by not including a safe, direct connection between the trail and the bridge. Thank you for considering the needs of cyclists in this important transportation project.
615	WAGER, RUTH	27-Oct-11	Oral Testimony	My one concern is that this should be a coordination of accessibility, in other words, public transportation to get you across the bridge if you need to do that to commute from Tarrytown. And what we have now is not good because the buses are late or they don't operate and the schedules are just not matching the schedules of the trains.
616	Wagman, James	25-Oct-11	Comment Form	Should build a new bridge. Should have option for mass transit some time in the future.
617	WAGMAN, JAMES	25-Oct-11	Oral Testimony	They should build a new bridge, and the bridge should include some type of alternative to mass transit for the future if it's affordable. I understand it's not affordable now, maybe ten years from now it might be affordable...
618	Wamboldt, Steven	28-Oct-11	E-mail	I moved to Rockland County in 1996 and the talk started soon afterwards about a new bridge and now it's all talk and no action for over 10 years, a proposal with no rapid transit is being discussed - incredibly dumb and incompetent. I don't believe anyone's word that we will look at it later - look at it now and include it in the new bridge...if after over 10 years, no progress has been made involving the bridge, I have no faith that rapid transit will get much attention later...now is the opportunity - better to reduce 1 lane of traffic and spend the money for a train line. When I moved here you could go across for \$1...now it's \$5. Where is this 500% increase going to??? it should be going solely to the bridge reconstruction with rapid transit, not supporting NYC. I feel like NY is worse than a third world country regarding construction projects between delays and cost overruns.....I have worked in many Asian countries and even they have better planning and speed when it comes to mass transit strategy
619	Weintraub, Serena	27-Oct-11	Oral Testimony	Also, to make a bridge without a rail is ludicrous. This county desperately needs transportation into the City, we are losing people daily. Young people do not want to move up to Rockland County because there is no way of getting into the City for their work. To just make the bridge is a waste of everybody's money and will be outdated before it's even built. Rail must be included for transportation, for mass transportation.
620	Weis, Richard			We're building this brand new bridge and there's only going to be four lanes in and four lanes out. We are making zero improvement. So I recommend, think about why you are making a bridge with the same four lanes coming in or going out at night. And also the mass transit situation should never be added.
621	Wells, Frances	21-Oct-11	E-mail	I am disappointed to hear that mass transit and a pedestrian/bike pathway are not going to be included in the plans for a new bridge. This is a big mistake! The commute from the west bank of the river to New York City is long, congested and expensive. Mass transit on the bridge would also bring jobs and new construction to our area. I would also like to see the current bridge saved and turned into a park for pedestrians and bikers. The views from the bridge are among the most beautiful on the Hudson. When I drive home to Piermont, I often wish for a traffic jam, just to be able to look north to Hook Mountain or south to the palisades. The pedestrian bridge in Poughkeepsie is a great success. Throngs of people fill it every weekend, and the restaurants and small businesses on either side are thriving. Our community could use a similar boost.
622	Williams, Alfreda Westchester County Legislator, 8th District	25-Oct-11	Oral Testimony	We cannot allow in this time with the kind of traffic that we have, with the existing population that we have to not include rapid transit as part of the solution to the Tappan Zee Bridge Project... [w]without bus rapid transit, it is not going to help our community at all. We know that right now the traffic is tremendous. We also know that adding an additional lane will only increase traffic, air pollution, and all the other problems that we have in our established communities.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
623	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	25-Oct-11	Oral Testimony	The path (bike/pedestrian) is far narrower than the most recent proposal for the Tappan Zee Bridge, new TZ Bridge, which included places for benches and a much wider route for bikes. One way to resolve the problem of congestion that can occur on such a narrow trail is to have a pathway on both sides of the bridge.
624	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	25-Oct-11	Oral Testimony	We have supported a multimodal facility here that would include a bike/pedestrian path plus bus rapid transit or a train link. We're disappointed that mass transit isn't part of this project and we urge the state and federal governments to reconsider that.
625	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	25-Oct-11	Oral Testimony	In addition, we'd like the environmental engineers to investigate the possibility of preserving the old Tappan Zee Bridge to serve as a possible pedestrian/bike facility. It would create a world-class destination for tourists and would offer the public a linear park that's more than five times the size of the High Line on New York's West Side. It's a once-in-a-lifetime chance to define our region as one committed to a sustainable future. Preserving the older Tappan Zee would be a symbol of that commitment.
626	Wolff, Fred	25-Oct-11	Oral Testimony	We have to have provision for the mass transit bus, car, railroad whatever, and if you don't do it, we're just going to go through this process all over again down the road.
627	Wooley, Jonathan	27-Oct-11	Oral Testimony	And the gentleman who mentioned using the Oresund Bridge between Copenhagen and Malmo, again, that's a really -- I've been across that bridge a couple of times and, again, it's a really good example of a bridge you guys might consider. It's somewhat built similar to the Long Span here and I think you might use that as an example that you might consider in the report.
628	Wooley, Jonathan	27-Oct-11	Oral Testimony	What I'm saying that you can do here is you can build on the bridge, whether it's train tracks or a busway, that's yet to be determined, I suppose, set aside, build the infrastructure on the bridge yourself. Whether it's a concrete busway, whether it's a train line, it doesn't really matter. Build something on the bridge itself. The approaches in South Nyack and in Tarrytown, the rest of the infrastructure, the capital costs you need to buy the equipment to operate it, that can all wait for your future EIS. Because the fact of the matter is that it's much cheaper to do it now, particularly if you're planning to do a third bridge. You'll never find the money to build a third bridge for transit across the river. That will just never appear. So do it now.
629	Woolley, Jonathan	15-Nov-11	E-mail	THERE SHOULD BE A DESIGNATED MASS TRANSIT ROUTE ON THE BRIDGE It is unfortunate the current proposals to be evaluated in the EIS do not include a mass transit option, as was the case in the previous study covering the entire corridor from Port Chester to Suffern which apparently has been superseded by the current study. However, the need for such an option has not diminished just because it has been removed from the study. Rather, with the cessation of construction on the ARC Tunnel from New Jersey to Penn Station, which would have provided Rockland and Orange Counties' commuters direct rail service to Manhattan, the need has perhaps increased, since central and eastern Rockland County have limited options for service to Manhattan, not only now, but for the foreseeable future as well. Weekday rush hour service on the Pascack Valley Line is essentially limited to unidirectional service, thus depriving both reverse commuters and people visiting Manhattan for an evening the kind of frequent service Westchester residents have enjoyed for over a century (and Rockland residents still have to change at Hoboken or Secaucus while Westchester residents don't). Buses operating via the Lincoln Tunnel are limited by the capacity constraints on the I-495 Express Bus Lane, in the tunnel itself, and in the Port Authority Bus Terminal, thus reducing the possibilities for expanding bus service. Tappan Zee Express bus service to Tarrytown is made potentially unreliable by traffic backups on the Tappan Zee Bridge. Proposals to build a tunnel to replace the cancelled ARC Tunnel are, simply, just proposals on paper.
630	Woolley, Jonathan	15-Nov-11	E-mail	This limit on the possible expansion of mass transit between Rockland and Manhattan provides a strong reason to consider the mass transit potential available by building a new Tappan Zee Bridge. Other reasons include the growth of Orange County in general, the expansion of service at Stewart Airport, the number of people traveling between Rockland and Westchester Counties, and the layout of job centers along the I-287 Corridor in Westchester County, which is exceptionally well-situated as a suburban office park corridor in terms of its mass transit accessibility. There are many people from Rockland County (and elsewhere) who cross the Tappan Zee Bridge each day to access jobs in New York City, Westchester, or Fairfield Counties. While some of these people already cross the bridge by bus, I submit a great many of these people drive, either to the Tarrytown train station (for trains to New York) or to their job locations in Westchester and Fairfield Counties. This number is only likely to increase as the number of people living in Rockland and Orange Counties grows.
631	Woolley, Jonathan	15-Nov-11	E-mail	An improved mass transit service from Rockland to Westchester, with possible extensions west to Orange County, south to New York City, and / or east to White Plains or Stamford would greatly benefit the public. By operating over a dedicated right-of-way on the Tappan Zee Bridge, it would probably have a much higher ridership than the current Tappan Zee Express bus service (since numerous examples elsewhere have shown that faster, congestion-free service increases ridership). Reducing automobile emissions through measures such as increased mass transit usage is entirely in line with federal and state governments' environmental goals. Therefore, there should be mass transit service operating over a designated right-of-way on any new Tappan Zee Bridge which is built. To that end, I believe the scope of this Environmental Impact Study should include examining the implementation of a mass transit operation via a dedicated right-of-way over a new Tappan Zee Bridge.
632	Woolley, Jonathan	15-Nov-11	E-mail	The key point is the transit way should be designed and built as the bridge itself is being designed and built. This will: <ul style="list-style-type: none"> • Ensure the bridge is designed to carry any additional weight that may be generated by transit vehicles • Avoid the difficulties which would be encountered in designing and constructing a transit way on the bridge at a later date • Reduce the cost of building such a dedicated transit way on the bridge (as compared to what the cost would likely be if it were to be constructed at a later date) Costs are not likely to be lower in the future than they are now, given the likely worldwide demand for steel and other materials essential to building the bridge, so building the transit way as an integral part of the bridge would be a far more financially-savvy move than would waiting until some future date to build a transit way. This means the busway, train tracks, or both should be built on the bridge as the highway lanes are being built – simply setting aside space for a future transit way does not count as building one. After all, space was set aside on the George Washington Bridge for a trans-bridge rail line when the bridge was being built, yet the rail line's space was later used for additional highway lanes. A similar mistake should not be made on a replacement Tappan Zee Bridge – the transit way should be built at the outset.
633	Woolley, Jonathan	15-Nov-11	E-mail	However, I am not requiring that some of the approach routes to the transit way would need to be built initially, nor would I expect the capital expenditure for vehicles (whether trains or buses) would be made initially. Those issues could be dealt with in the future EIS that would be necessary to implement such a transit service, just as Seattle was able to delay studying (and financing) the remainder of its light rail line until the political will and financial resources existed to build it. I am simply saying the most expensive, and time-consuming, portion of constructing such a transit service – the transit way on the bridge itself – be built as the bridge is being built to avoid both increased costs later and any possibility of precluding transit service that might occur later. Therefore, I request the scope of this study include building a transit way on a replacement Tappan Zee Bridge as the bridge itself is being built. This should be done whether the replacement bridge consists of one span or two spans, and whether it consists of a truss design or not. Building such a transit way need not include studying the full implementation of such a service (route in Rockland and Westchester Counties, approaches to the bridges, park and ride facilities, etc.), so therefore it should not fall outside the purview of the sponsoring agencies to include building a transit way in the EIS.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
634	Woolley, Jonathan	15-Nov-11	E-mail	CONCLUSION -- Particularly as any plans to build a new rail crossing of the Hudson River are simply plans and as bus service to New York City is constrained by capacity constraints at various river crossings and terminals, it is important to consider mass transit for a rebuilt Tappan Zee Bridge. This mass transit service ought to be up and running as soon as the bridge is built. (If a connection to Manhattan is preferred, then rail should be considered as a preferred method of achieving this). Therefore, the bridge should be constructed with a dedicated right of way for transit in place and strong enough to accommodate the loads such a transit service would put on the bridge.
635	Woolley, Jonathan	15-Nov-11	E-mail	I am aware that financial issues may preclude the immediate implementation of mass transit service when a new Tappan Zee Bridge is built (even though such an immediate service implementation would be most desirable). To mitigate this problem, I am proposing adapting a tactic which was used successfully in Seattle. I believe the scope of the EIS should include examining this idea as an alternative to immediate implementation of a mass transit service. In the 1980's, Seattle opened an underground busway through downtown. At the time, there was no political will to build an underground rail service in the city. However, various forecasters and planners realized the metropolitan area's growth would one day necessitate such a rail service. So, some far thinking officials installed tracks in the tunnels of the busway. Some years later, when local officials decided to construct a light rail system in the city, they did not have to consider the cost and environmental effects of tunneling through the heart of the city's downtown -- a tunnel with tracks designed for light rail already existed. This avoided a considerable number of issues during the EIS phase of the rail line's construction as well as considerable cost. Something similar should be done on a replacement Tappan Zee Bridge. The bridge should be built with a dedicated route for transit (whether bus or rail) separate from the regular highway lanes of the bridge. This route should be built either as a paved roadway (if the transit mode is to be bus), as a railway (if the transit mode is to be rail), or, as in the Seattle tunnel, as a concrete roadway with tracks embedded in it (if the planners wish to delay choosing a method until a later date). It could be built on a lower level, similar to the Øresund Bridge in Europe, if a truss bridge is selected to be built or parallel to the highway lanes if a truss bridge is not selected.
636	Yearick, Elijah Parks & Trails New York	14-Nov-11	E-mail	Of the two options presented in the scoping document, we strongly encourage FHWA, NYSDOT, and NYSTA to select the Long Span Option as the lower number of piers and greater structural strength associated with this option would benefit both the Hudson River and the users of the bridge. We also prefer the uncommitted span of the Long Span Option as it ensures the long-term viability of the bridge by allowing those levels to provide a more complete range of use in the future.
637	Yearick, Elijah Parks & Trails New York	14-Nov-11	E-mail	Finally, Greenburgh Town Supervisor Paul J. Feiner has recently proposed that retaining the existing Tappan Zee bridge would save New York State hundreds of millions of dollars in demolition costs and serve as major tourist attraction not unlike the Walkway Over the Hudson State Park. If the present bridge is as safe for the traveling public as noted on page 1-5 of the scoping document, we ask that the DEIS also address the impacts of demolition on the fiscal and environmental resources of the State while evaluating the potential impacts of allowing the Tappan Zee Bridge to remain as a regional recreational resource. We still request that the new bridge include the shared use pathway as presently planned while the existing bridge would serve visitors seeking a more leisurely experience as a mid-river park. Parks & Trails New York is New York's leading statewide advocate for parks and trails, dedicated since 1985 to improving our health, economy, and quality of life by working with community organizations and municipalities to envision, create, promote, and protect a growing network of parks and more than 1,500 miles of greenways, bike paths, and trails throughout the state. With its multi-use pathway the new Tappan Zee Bridge and possibly the current bridge can serve as an important element of the Lower Hudson Valley's park and trail network. Thank you the opportunity to comment on this landmark project.
638	Yearick, Elijah Parks & Trails New York	14-Nov-11	E-mail	Enclosed please find Parks and Trails NY's comments concerning the Tappan Zee Bridge Replacement Scoping Document. We thank you for the opportunity to comment on this document. Parks & Trails New York would like to commend the FHWA, NYSDOT, and NYSTA for including a bicycle/pedestrian path in both of the replacement alternatives set forth in the scoping document for the Tappan Zee Bridge. The inclusion of a safe, non-motorized travel option will not only alleviate some of the commuter traffic from the roadway, but also help encourage additional healthy, active transportation among area residents. In addition, this pathway can serve as an important role in linking the abundance of parks, trails, and attractions in Westchester and Rockland Counties into a regional network. As is clearly apparent today at Walkway Over the Hudson State Historic Park to the north, a bicycle-pedestrian path will become a destination in itself for visitors and residents who wish to experience the scenic beauty of the Hudson Valley visible from the bridge.
639	Yearick, Elijah Parks & Trails New York	14-Nov-11	E-mail	Given the projected population growth detailed in the scoping document, a mass transit crossing at this location is inevitable and ideally should be included at this time. At a minimum, building the future infrastructure concurrently with the new bridge (as per option 1 on 2-6 of the scoping document) would prevent delays and service disruptions that would be encountered by adding the infrastructure to the crossing at a later date.
640	Zebrowski, Kenneth P. New York State Assembly	15-Nov-11	E-mail	This project could be Rockland County's last chance for a one seat ride into New York City. Although I have numerous concerns with how mass transit would traverse through our community; I do believe a mass transit option, if done properly with local sensitivity, could greatly benefit Rockland County. I understand the financial constraints on a full mass transit corridor, however, I would ask that all steps be taken in the bridge construction to facilitate a corridor project sooner rather than later.
641	Zebrowski, Kenneth P. New York State Assembly	27-Oct-11	Oral Testimony	I, like many people, have concerns about the lack of a mass transit alternative. Certainly this could be Rockland's last chance of having a one-seat ride into the City... So when you start to think about things such as park and rides, such as structures that may traverse the community, whether underground or aboveground, should a mass transit alternative happen in the future, I think it's important that we consider that now. What I would hate to see is in the future, 10, 15 years later, whenever a train perhaps would be built or a rail would be built is that we are limited or we have to take certain things that don't make sense in our communities then because it wasn't planned for now. So I would ask that those structures, perhaps those stations, when you take into consideration -- I know we talked about the grade in Rockland County specifically when you come across that span and into Rockland, you take that into consideration now with the construction of all the trestles and all that goes into the bridge so that later, perhaps if there's a rail component, it's done in a way that is most conducive to preserving the character of what Rockland County currently has.
642	Zornow, Dave NyackNewsAndViews.com	15-Nov-11	E-mail	As a biking advocate, I'm very excited about the inclusion of the bike/ped path on the north span. This will be a big boon to all of the lower Hudson communities.
643	Zornow, Dave NyackNewsAndViews.com	15-Nov-11	E-mail	Thanks for all of the dedicated work your time has completed over the last nine years. And thanks for all of the scrambling you have done over the last few months to make a much larger project fit into a much smaller budget. As a local journalist, you made a compelling argument prior to this October as to why we needed BRT, CRT and highway improvements. You convinced me then -- and I'm still convinced. Plus add my voice to the chorus that says Build The Bridge but Include Mass Transit. Best of luck and thanks in advance for all of your efforts.
644	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 3-4 CG Bridge permit will be issued under authority of the General Bridge Act of 1946 (33 U.S.c. 525) rather than Section 9 of the Rivers and Harbors Appropriation Act of 1899. See pg 4-3 also.
645	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	The EIS should identify potential uses for the existing bridge, and the EIS should identify the landside impacts and proposed mitigation for the transition areas.
646	Anonymous	27-Oct-11	Comment Form	On Scoping Information Packet (1-3-2, 2nd Paragraph) Page 1-4: NYMTC's most recently adopted regional forecasts only cover years through 2040. A better explanation of how the 2047 estimates were developed would be helpful.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
647	Altieri, Vincent On behalf of Rockland County Executive Scott Vanderhoef	27-Oct-11	Oral Testimony	In the interim between now and when a new crossing project is implemented, investments must be made to improve transit from west of the Hudson and reduce congestion in the corridor.
648	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	The four lane to three lane issue, particularly because it goes up steep towards the Palisades Center here, is a problem almost every time I come across the bridge even though I'm not always going across at commuting hours. So even if we're not fixing the entire corridor, that would make sense. Fixing up the entire corridor, which had been initially proposed, I had a lot of problems with that so I'm glad that part of it has been pushed off because I think the problems that were being raised were not offset by the benefits.
649	Brady-Amoon, Joseph K.	27-Oct-11	Oral Testimony	The traffic crazed commuters that leave the thruway because of congestion and fly down Route 59 end up coming up upper Depew to 9W to get on the bridge at the last possible chance they get. Mitigate the impacts on local streets. Whenever there's a hiccup on the bridge our local streets are gridlocked. Study the problem, come up with the right solutions from a traffic engineering standpoint, and put them in, whether it's lane widening, turning lanes, traffic signals, et cetera. Do it right this time, if you're doing it again, do it right.
650	Connors, Tom	27-Oct-11	Oral Testimony	My comment is that somewhere up between exits ten and eleven the New York State Thruway goes from four lanes to three lanes in the middle of nowhere, and my question is when is somebody going to look at removing that bottle neck and expanding the Thruway to four lanes up to say the Palisades Parkway or the Garden State Parkway. The scoping project says that westbound traffic is worse than eastbound traffic.
651	Doehring, Ruth	27-Oct-11	Oral Testimony	Another thing is people are concerned about the river villages ones that are going to be affected by this, and supposedly that's kept in mind, but then they have maps drawn where they don't even have the street names correct. There is no Broadway Avenue and it says South Broadway Avenue, it's South Broadway, no Avenue. To me, that's a very basic thing, probably seems like a little minor thing, but it means you don't even know the street you're talking about and you haven't looked in the neighborhoods.
652	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The original project considered regional transportation needs within the I-287 corridor, to alleviate traffic congestion between Port Chester and Suffern. If the original purpose of the project was to improve regional infrastructure, then it would follow that a plan that does not include mass transit, or an alternative to low-occupancy vehicles, would fall short of recognizing the future needs of the region. On October 12, 2011, both the FHWA ("FHWA") and the Federal Transit Administration ("FTA") rescinded the Notice of Intent for the Tappan Zee Bridge/I-287 Corridor Project4 and issued instead a Notice of Intent for the Tappan Zee Hudson River Crossing Project.5 If the proposed action is limited to maintaining the "link in the regional and national transportation network," 6 then it fails to consider the project's original purposes – improved infrastructure, reduced congestion, and safety. While maintaining the Tappan Zee link across the Hudson River is of critical importance for regional transportation, the project must contemplate the need for smart growth, and the environmental review must thoroughly analyze the project's impacts on the I-287 Corridor.
653	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The DEIS should also consider effects on marine traffic due to the construction, demolition, and placement of the new bridges. The crowding of floating construction machinery, bridge pilings, caissons, and other work-related disturbances will impede traffic flow through the Hudson River's navigable channel for barges, ships, and boats that pass through every day. A series of bridges could also impede the wind flow affecting the recreational use of sailboats on the Hudson River.
654	Feroe, Peter	25-Oct-11	Letter	Section 3-4-1 of the scoping packet states that traffic volumes will not change as a result of this project and that the build-year analysis will be based on projected no-build traffic volumes. This is a dubious statement. The EIS should explain how the addition of a traffic lane and the other mobility and redundancy improvements would not increase traffic volumes. Why would off-peak or counter-peak travel not increase? What has the history of counter-peak travel been over the crossing? How will increased mobility not lead to increased demand?
655	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...TRAFFIC - What will the impact be on the significantly increased number of cars and resulting traffic on Route 9 and feeder streets? How will our ability to get in and out of our property change and what will be done to mitigate resulting problems?
656	Gromack, Alexander J. Supervisor, Town of Clarkstown	27-Oct-11	Letter	The Town of Clarkstown has been closely following the Tappan Zee Bridge/I-287 Corridor project for over a decade now. The project as set forth by the NYS DOT was of monumental scale, with the bridge replacement, CRT, BRT, multi-modal stations and accompanying Thruway modifications. The Town formed its own Task Force 2 years ago to attend the public informational meetings and tackle the myriad documents put forth by the NYS DOT. Throughout the process, one thing was clear: a new bridge is needed, and desperately at that. For the continued economic vitality of the region, we need a bridge. But what kind of bridge and what accompanying modifications would be needed? Given the scale of public investment in the billions of dollars, this project would have to serve the needs of this area for years to come - a hundred years according to the documents. One thing is for certain, in all of the discussions, the region can not simply build more roads in answer to its congestion problem.
657	Hausner, Stephanie Councilwoman, Town of Clarkstown	27-Oct-11	Oral Testimony	And while this plan wouldn't focus on that Exit 10 intersection, I believe that if we expand the bridge, our current infrastructure on Route 59 and by Mountain View Avenue is not going to be able to handle the traffic situation over there and it's going to be a huge impediment to our residents in the Town of Clarkstown and any from Rockland County that use that part of Route 59 to go over the Tappan Zee Bridge or get into Nyack for work. One of our largest hospitals is there so it's a busy roadway in the morning. And so I would like to see how that will be addressed.
658	Heimroth, Heath Office of Senator Dilan	15-Nov-11	E-mail	Off-Peak Demand. Another element of this project that does not appear to have been thoroughly examined is the consequence of adding an additional off-peak lane and analysis of potential traffic volumes this may create. It appears that since the project "would not increase peak-direction capacity," that the same data used in considering a no-build alternative will be used to consider the Replacement Alternative. Considering the body of work compiled by urban planners on induced traffic, 2 it is unclear why the implications of this lane addition, particularly in a region projected to grow by such a significant amount, would not be studied during this EIS process. The most important questions to answer here are: 1) Will introduction of another off-peak lane induce more traffic upon the bridge and region? 2) How to study this phenomenon, considering the three-month timeline for publication of the DEIS and two-week deadline for collaboration on methodologies?
659	Hintersteiner, Robert	25-Oct-11	Oral Testimony	But traffic is going to increase by 2040 extremely. Why? The New York-New Jersey Port Authority, by 2040, is going to quadruple the container port in Port Elizabeth and Newark. And that means you're going to quadruple the number of trucks on the road. Right now, all the river crossings from Outer Bridge up to George Washington Bridge and Tappan Zee Bridge are at capacity. If you're going to quadruple the trucking, that's even going to make it worse. You know what 95 is like and the Cross Bronx.
660	Hogan, Michael	27-Oct-11	Oral Testimony	If the traffic congestion along the I-87 corridor is not considered and dealt with, the bridge will continue to be a virtual parking lot five and six hours a day. Air pollution, traffic congestion, and noise issues are very serious problems and they need to be dealt with. The road, I-87, needs to be widened and some of the I-87 traffic must be diverted.
661	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	The Short span and Long span bridge options discussed in the EIS should address: differences in navigational clearances compared to existing bridge clearances; availability of auxiliary navigational channels.
662	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Marine transport as referenced in section 3-4-1 should include volume and type of vessels, destinations, vessel dimension including LOA, draft and air gap requirements, and cargoes carried.
663	Kellermann, Ellen	15-Nov-11	E-mail	TARRYTOWN SHOULD DISCONTINUE NON-RESIDENT PARKING, which increases traffic on the bridge and locally, where traffic is very heavy on Route 9, a main road as well as an emergency route.
664	Kellermann, Ellen	15-Nov-11	E-mail	A new, wider bridge would encourage more people to use it, while measures should be taken to limit use of the bridge when possible – and maybe it will last more than 50 years!

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
665	Kellermann, Ellen	15-Nov-11	E-mail	THERE WILL ABSOLUTELY BE AN INCREASE IN TRAFFIC IN TARRYTOWN, with more residents in Tarrytown/Sleepy Hollow when new residential properties are occupied and when additional housing, shopping, movie theaters, etc. may also be introduced.
666	Kellermann, Ellen	15-Nov-11	E-mail	Heavy traffic in the area takes away from the suburban/river town qualities that residents of Tarrytown would like to enjoy. Promoting more traffic will only serve to discourage people from living in the area and supporting its businesses and recreational/cultural sites.
667	Konduru, Somnath	27-Oct-11	Oral Testimony	...we also need to improve the flow of traffic on the Thruway on both sides of the bridge until this new bridge is operational. And the maintenance of the bridge, present bridge, and the traffic flow needs to dramatically improve by thousands of percent.
668	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	...concerns with the traffic congestion on local roads,
669	Lipscomb, John	27-Oct-11	Oral Testimony	Nothing, nothing you do in this plan should increase private vehicle traffic in the Lower Hudson Valley. There is, in my mind, no logical reason to build an eight-lane crossing across the Tappan Zee Bridge with six lanes on the approach on either side. That doesn't make sense... You'll need to justify in your Scoping documents and your Scoping response why eight lanes in the middle of a six lane 30-mile corridor is justified.
670	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	As population and the number of commuters in the I-287 corridor is only expected to increase, it seems inevitable that by the time the new bridge is open to traffic, it will already be over capacity. In 2009, peak-period traffic in the Tappan Zee corridor was projected to increase by 30% over a 30 year period. ¹ The 2009 study by the NYSDOT ("NYSDOT") concluded that transit, in a dedicated right-of-way, would significantly improve mobility in the corridor for users of the new Tappan Zee Bridge, and that an effective transit system would provide for smart growth opportunities and promote quality of life in the region. ² That study further found that while intra-county and cross-corridor trips could be served well by commuter rail or bus rapid transit, the only way to effectively capture the Manhattan-bound market from Orange and Rockland counties is via commuter rail. ³
671	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Failure to Include Mass Transit Will Not Alleviate Congestion on the TZB Mass transit is the key for handling growth in the region well into the 21st Century, and if included on the new Tappan Zee Bridge will help position New York State as a leader in national transportation policy. Adding more lanes is not the solution to the problems with the current Tappan Zee Bridge. No matter how many lanes are built on the bridge, they will eventually be filled – it is likely that as soon as the bridge is opened, the new eight lane design will be where the current seven lanes are today. Two years ago, the NYSDOT Scoping Summary stated that, "Mass transit offers the only realistic means of addressing the requirements of improving mobility in the corridor." In August 2010, a joint report by NYSDOT and the NYSTA concluded that the replacement bridge on its own will not provide additional relief and that only new transit systems will help improve mobility by affording alternative transportation choices in the future. ⁴ It is safe to say that there are no changed circumstances that warrant abandoning that finding.
672	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	We need a bridge that will be functional for 100-150 years into the future; it would be far wiser to spend more now to build a bridge that will accommodate the ever-increasing volume of travelers well into the future than to spend less to build a bridge that will be obsolete in just a few decades and necessitate once again going back to the drawing board with yet another new bridge.
673	Mauskopf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	The EIS Scoping packet itself states that despite providing four lanes in the busiest direction during peak travel hours, "the bridge remains highly congested with frequent travel delays and a poor level of service." ⁵ Given the project population increases in the area, it is difficult to see how the new bridge design will do anything at all to lessen congestion and delay and the consequences they bring.
674	Mondale, Sarah	27-Oct-11	Oral Testimony	Where I run into traffic is across Rockland. It often takes me -- you know, it can take me up to 45 minutes to get from Suffern to Nyack. When I get to the bridge, the traffic moves. So I want to just confirm what everyone is saying about the importance of the corridor
675	Nickerson, Gary	27-Oct-11	Oral Testimony	I'm here because of my concerns about the lack of a mass transit option which almost everybody has spoken about now. This to me is a very serious problem. We're talking about -- somebody commented that only 10 percent of the cars go to New York. Somebody else mentioned that there were 140,000 cars going across. Well, 10 percent of that is 14,000 cars coming into New York. That adds to our congestion and it adds not only to our congestion, but it also adds to congestion here and to increased emissions, carbon emissions here and in the City. So we have a common interest here in getting mass transit not only to be not excluded, but to be part of the plan even if the plan can't be put into it now. And I think that that's a really critical thing that needs to be emphasized, that a very clear portion of the EIS has to approve the implications for mass transit and how that will be implemented in the future, even if it can't be implemented now.
676	Rapopot, Ms.	25-Oct-11	Oral Testimony	please consider construction with the least amount of disruption during the high peak hours weekdays and weekends. It would be very much appreciated.
677	Ross, Irene	14-Nov-11	E-mail	2) Tarrytown should discontinue non-resident parking permits, the sale of which increases traffic on the bridge and locally, on Route 9, which sustains very heavy traffic even without the added vehicles, because it is a main road as well as an emergency route.
678	Ross, Irene	14-Nov-11	E-mail	3) A new, wider bridge would encourage more people to use it, while measures should be taken to limit use of the bridge when possible – and maybe it will last more than 50 years!
679	Ross, Irene	14-Nov-11	E-mail	4) Attention must be given to expected increase in traffic in Tarrytown, with more residents in Tarrytown/Sleepy Hollow when new residential properties are occupied and when additional housing, shopping, movie theaters, etc. may also be introduced.
680	Ross, Irene	14-Nov-11	E-mail	5) Heavy traffic in the area takes away from the suburban/river town qualities that residents of Tarrytown would like to enjoy. Promoting more traffic will only serve to discourage people from living in the area and supporting its businesses and recreational/cultural sites.
681	Scanlan, Gerard A.	27-Oct-11	Comment Form	Improvements have been made on the Westchester corridor even if they are inadequate, but in Rockland we rapidly go from 4 to 3 to 2 lanes without keeping lanes at least to the egresses onto the Palisades and GSP.
682	Sengstacken, Bob	27-Oct-11	Comment Form	The proposal will not alleviate any congestion. I have commuted across this bridge for the past year. The reversible 7th lane works great. The bridge is not a bottle-neck to traffic. Four lanes go onto the bridge, and four lanes are available in the high-volume direction. Delays occur eastbound at the tollbooths, not the bridge. Delays westbound are caused by the narrowing of the roadway just past Exit 11. Sometimes this backs up onto the bridge. The new bridge will not help at all.
683	Sengstacken, Bob	27-Oct-11	Comment Form	If you were serious about addressing congestion, you'd fix toll plaza, increase public transit, and widen the highway west to the GSP.
684	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	• Projected growth in the region is projected to exacerbate this problem by o (1) resulting in level of service F in most sections of the corridor in 2025 during AM and PM peak (See Alternatives Analysis Report 2006, pg. 4-17, 4-19), o (2) creating a peak-hour type environment throughout the 1-287 Corridor for significant portions of the day ("With peak spreading in both the AM and PM periods, there would be very little time remaining between the peaks for noncongested operation.") (See Alternatives Analysis Report 2006, pg. 4-16) and o (3) increasing traffic on many arterial roadways as people look for other routes to their destination. (See Alternatives Analysis Report 2006, pg. 4-18, 4-21).

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
685	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 3-4-1 Transportation: This is the Section that lays out the methodology for studying traffic conditions. It also raises several questions. First, wasn't this already done? Second, if it is known that capacity will not be increased, what purpose will be served by studying the existing conditions? This seems more like an effort to create the appearance of an actual analysis when in fact no real analysis will be or needs to be done. The Section goes on to state that the impact analysis will also evaluate potentially improved movement of goods along the 1-87/287 corridor" through qualitative assessment. This strains credulity because if capacity is not being increased and earlier studies project ever increasing traffic near the bridge as well as throughout the corridor if no public transportation is built, how could goods movement be improved? Moreover, when analyzing something that is easily quantifiable like traffic, qualitative analyses are useless.
686	Strober, Eric	25-Oct-11	Oral Testimony	There are three causes for the traffic. There is the merge from the oncoming traffic getting on at Exit 10, you have the curvature of the road that causes trucks to slow down, and you have sun glare. This new proposed bridge is actually going to make matters worse. It's not going to do anything about the merge, it's going to make the curve sharper, and it's not going to do anything about the sun glare, so you're going to end up with more congestion after this project is built than you have now, without any increasing passage way.
687	Wolzien, Thomas	27-Oct-11	E-mail	Traffic Observation. While not a traffic expert, those of us who live by the bridge cannot help but become followers of bridge traffic. Besides driving in it regularly, we see it from our living rooms, TV rooms, porches, and bedrooms. Use, proximity and observation result in the emergence of patterns, as follow: 1. Safety. We drive the bridge between several times a week and daily and are well aware of the narrow, dangerous driving conditions. Close calls are not occasional. They are the norm.
688	Wolzien, Thomas	27-Oct-11	E-mail	2. Exit 11 Lane Merge Problem: However, other than accidents from those dangerous driving conditions on the bridge, we are also aware that the real rush hour traffic bottleneck west bound is where the four bridge lanes become three Thruway lanes at Exit 11, and then subsequent congestion until after the PIP Interchange 13 where GW bridge and other traffic from the south joins with the Thruway to slow down everything back to the bridge. The bridge project will not address the Exit 11 lane reduction, and therefore will fail to address the non-accident congestion that appears to be bridge related, but really is not. In fact, if more cars are able to cross the bridge faster and easier, the backups at the lane reduction point will likely be longer, and still extend back onto the bridge. The new bridge will be safer, but not better from a traffic flow standpoint because west-side system will not have been improved. At that point, critics will say that the new bridge cost billions, but is no better than the old one because the backups still exist. In the future, this may become a practical, political, and public relations problem for the agencies and politicians who authorized the project.
689	Wolzien, Thomas	27-Oct-11	E-mail	3. East Bound Better: While still slower in the mornings than evenings, east bound traffic congestion has improved radically in the few years since the completion of the I87-287 project through and east of Tarrytown. That rebuild is the equivalent of fixing the Exit 11-13 problems. Thank you very much for the opportunity to comment.
690	Wooley, Jonathan	27-Oct-11	Oral Testimony	I agree with Mr. Getz' remark and several other people's that if you don't take care of the lane narrowing feature west of the South Nyack end where it goes from four lanes down to three, you haven't solved the problem for rush hour as vehicles will back up onto the bridge no matter what. At some point, the cars just need to merge and they're not all going to turn off into the narrow streets of South Nyack.
691	Woolley, Jonathan	15-Nov-11	E-mail	THE AREA OF THE STUDY IS TOO SHORT The scope of this Environment Impact Study needs to be extended to include the area approximately two miles on either side of the Tappan Zee Bridge. This is because traffic congestion is not limited to the actual bridge itself – the approach roads get congested too. This is particularly true for westbound traffic in the Nyack area. Uphill from the western end of the bridge, the westbound highway narrows from four lanes to three. Traffic regularly becomes congested at this point. Lengthening the area of the study will ensure traffic problems will be taken into consideration and solved; not doing so would mean a new, wider roadway on the bridge itself would still get congested because of the congestion caused by the highway's narrowing in Nyack. Furthermore, lengthening the area of the study would allow for consideration of the creation of a park bridging the thruway in South Nyack and / or Tarrytown, the creation of which would probably alleviate some of the noise pollution creation by the traffic.
692	Anonymous	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
693	Anonymous	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
694	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	Secondly, we're dealing with mature communities around this area. Your project should heed local regional input. The process, the previous process elicited significant and valuable local knowledge about the impacts of the project and how to make the project more community friendly. The new effort should not ignore the voluminous record documenting the serious impacts that a new bridge will have on Westchester, especially the Tarrytown/Greenburgh community. For example, the bridge should land in the same place that the present bridge does without displacing or infringing on any of the homes or businesses that neighbor the bridge.
695	Ahn, Jimmy	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
696	Brunelli, Eileen	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed, yet we are directly impacted by any changes that occur.
697	Burriss, Jessica and Andre	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
698	Di Pireta, Joan E.	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
699	Englander, Alan L. A L Sustainability, LLC	9-Nov-11	Letter	One further thought that I have involves the provision for infrastructure improvements that would allow for infrastructure provisions for the building of a lid park in the part of the Thruway that cuts through South Nyack. This would serve several purposes. It would repair the division of South Nyack that was created in building the existing TZB. This takes in the concept of Community Connectivity, dealt with above, but also has other very important benefits. Thus, a second benefit that we would see at this location would be the opportunity for rather significant improvement in stormwater management. I would assume that the New York State Thruway is required to meet MS-4 Phase II Stormwater requirements. The creation of a lid park over the approach to the new TZB and massive interchange will, in effect reintroduce vegetative material to this currently very large and impervious surface. This lid park will, in effect, be a large green roof covering the Thruway. From what I have read in various literature sources, green roofs, if properly designed, are often capable of controlling and treating up to a five inch rainfall over a 24 hour period event. In the green roof, we see both stormwater quantity control and quality control, as the vegetative and engineered soil system serves to store the rainfall (volume control) and then treat it by minimizing erosion and nutrient runoff (quality control). In addition, a concept known as heat island effect is greatly reduced, due to the vegetative area providing for nearby summertime air temperatures that are often more than ten degrees F cooler than if the area were paved. Energy savings will be seen with reduce air conditioning loads. A third benefit to this lid park in South Nyack would obviously be significant noise reduction, as the traffic would in effect, be in a tunnel.
700	Feaster, Petronella	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
701	Feder, Annette	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
702	Feroe, Peter	25-Oct-11	Letter	Section 3-4-2 of the packet says that the EIS will evaluate the compatibility of the project with local and regional public policy documents. The review in this section should include, but not be limited to: NYMTC's Regional Transportation Plan and other documents; Westchester County's Comprehensive Plan, Westchester 2025; Rockland County's Comprehensive Plan; NYS Climate Action Plan; NYS Smart Growth Cabinet documents and smart growth plans; and, plans and zoning ordinances of the communities along the I-287 corridor that will be affected by this project, including the plans and processes that were initiated by NYSDOT as part of its TOD training during the previous I-287 project. Many of these communities have prepared plans and changed zoning ordinances in anticipation of the transit service that was supposed to be provided by this project.
703	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	The following should be considered the official submission of the Village of Tarrytown Board of Trustees in response to the invitation for comments on the scope of the Tappan Zee Hudson River Crossing Project contained within the project's Notice of Intent. 1) The Village of Tarrytown requests that the required hard look be given during the Environmental Review Process to alternatives and/or specific actions that would mitigate the substantial negative impacts the project outlined in the scoping packet ("the preferred alternative") will have on the eighty-nine unit Quay Condominiums (261 - 299 South Broadway). Specifically, the location of the northern edge of the project structure approximately 90-feet closer and abutting (and overlapping in places) the property line of the Quay will significantly diminish the monetary and use value of both the individual units facing the structure and the common property used for recreation, including the Condominium's pool, tennis courts and clubhouse. The proposed structure's proximity, size and operation will create a variety of substantial negative environmental impacts, including noise, air, light and visual pollution that appear to be completely unmitigated. In particular, since it appears that these impacts of the preferred alternative will render the condominium's common elements nearly valueless, the review must consider measures that will either directly mitigate these effects or enable the private property owners to recover the lost value.
704	Forrest, Bruce On behalf of Tish DuBow the Mayor of the Village of South Nyack and Jerry Ilowite the Chairman of our Comprehensive Planning Board	27-Oct-11	Oral Testimony	no other community on this side of the Hudson will be as profoundly affected as South Nyack. We are Ground Zero for this project. And in the past, the previous bridge destroyed the economic center and growth of our Village by ripping out 118 houses and the entire commercial district. This revised and somewhat narrowed project takes away an opportunity to address some of that and to also redress the future devastation that will occur through increased traffic, pollution, and that was an attempt to reclaim land of Interchange Number 10 and use that for a green project, Village appropriate commercial development, and find ways that will bring back into our community that which was taken away. Our initiative that had been proposed has not been seriously considered in this. We get a new bridge. We get more noise, we get more dirt, we get more pollution, and we get more construction, but we do not get anything that repairs the damage to our Village or prevents future damage occurring to our Village.
705	Franklin, Marion	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently, the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our homes has never been addressed.
706	Gettings, Lana	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
707	Gladstone, Rita	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
708	Goldberg, Alice and Sherwood Chorost	14-Nov-11	Letter	Further, we feel in jeopardy of a major threat to our health (due to already bad and probably worsening air quality) and to serious and ongoing disturbance to our peace of mind due to the threatening escalation of close, heavy traffic noise levels both during and after construction. At the site of the Quay, noise pollution will certainly affect all of our condominium's residents. It will be extensive, both during and after the new TZB is completed. How will you incorporate feasible and reasonable noise barriers during building and post building process in the project design? We recognize that reduction of noise levels at such close proximity to the huge daily traffic volumes will be a very difficult task. We want to go on record by stating the deep concern that the project will likely severely impact our quality of life over the long term. We expect that the sentiment expressed above will be fairly addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation will be considered.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
709	Goldberg, Alice	14-Nov-11	Letter	The Quay Board of Managers is submitting these comments as input to the DEIS for the new TZ Bridge Project. We understand notes must be submitted by November 15, 2011. The members of the Board of Managers of The Quay condominium of Tarrytown (located just north west of the current TZ Bridge) are extremely concerned about the potentially devastating impact on our community. We anticipate major negative financial, health and quality of life impacts. At this point it does not seem that anyone is taking our 89 unit owners into consideration. Clearly we have heard all the reasons that the new bridge is being touted but this does not take into account a loss of established value of our homes and quality of life as we know it. The planned new TZB structure will abut and, in places, overlap and affect Quay tennis courts, swimming pool and clubhouse with the planned structure coming an estimated 90 feet closer to residential units. If this occurs, it will significantly impact such quality of life factors as: noise, air quality and light and result in unmitigated visual and air pollution. The combination of effects will inevitably result in substantial negative environmental impacts, markedly diminish property values and likely impact the health of many of our residents. During building and after completion of the new project it is thus expected that the value of the common elements of the Quay and condominium recreational assets will be severely reduced. The Quay Condominium requests that the required "hard look" be given during the Environmental Review Process to alternatives and/or specific actions that would mitigate the substantial negative impacts on our community as outlined in the scoping project. The concerns cover both the construction and final phases of the new TZ Bridge. We expect rigorous review as well as mitigation and compensation. We who live here are the most affected but have never been told what the impacts are on our community. Although this project will have major consequences - both positive and negative - on the region as well as the village of Tarrytown, we know that The Quay will be especially impacted and therefore requires a vigorous examination. The following are the concerns of the Quay community:
710	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...FINANCIAL IMPACT -Direct financial impact to condominium community - <ul style="list-style-type: none"> • Inability to sell or significant value loss of owners' major asset • Inability or reduced ability to use community amenities • Adding roadway behind tennis courts will degrade the living and sports area even further Direct financial impact to individual owners - • Increased air, noise and shadow pollution will totally devalue the river front units • Southside units will lose all privacy from the bridge/toll and suffer from noise, air and lighting issues devaluing their property. How will you measure and mitigate?
711	Hadjandreas, Andrew	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. My specific unit faces the TZ Tolls and Traffic. We hear trucks braking through the entire night right now, before you move the bridge closer. The move will result in major negative impact on the quality of our life as well as increased noise and pollution. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
712	Halig, Anne and Steven	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
713	Hecker, Sandra	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
714	Ingoglia, Louis and Jennifer	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
715	Jacob, Klaus	13-Oct-11	E-mail	The River communities along the Thruway still suffer from the imposition of the Robert Moses-like cutting through communities by this highway artery, which was done in a poorly planned way in the late 1940's early 50' when Jane Jacobs was yet to point out how not to destroy existing community fabrics (Just as I-84 bypassed and destroyed what ever was left of a Newburgh/Beacon economy). In addition the peculiar routing to cross the Hudson at its widest stretch and with a cheap (while in detail technically ingenious) solution that has lasted barely 60 years, is haunting us now and is the cause for why the TZB has to be replaced prematurely.
716	Jaffee, Ellen New York State Assembly	27-Oct-11	Oral Testimony	At the same time, we have to ensure this redevelopment does not come at the further expense of the communities surrounding the Tappan Zee Bridge. And that is essential.
717	Jaffee, Ellen New York State Assembly	27-Oct-11	Oral Testimony	We need to also assure that the proposed landing sites that include the Trooper barracks and the DOT depot, and I know Michael Anderson has heard this from me many, many times, we don't want that to continue. We would like to have a welcoming approach that is environmentally sound welcoming those who come across the bridge. And that's extremely important. And we don't want to continue to separate community as they move forward.
718	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	The deficiencies in mobility found throughout Rockland County and from Rockland County to points east and south must not be overlooked in the fast-tracking of the Tappan Zee Hudson River Crossing Project. We urge you not to disregard the considerations identified previously by the many various stakeholder groups that have convened and the agencies formerly in the lead and sponsor roles. All of them have invested substantial funding, time and effort to develop a river crossing that will serve the region suitably, aesthetically, and most sensibly for generations. FHWA's work must be informed by the thoughtful work already completed. As the new lead agency, FHWA must commit the present resources in ways that do not preclude the development of a state-of-the-art facility that genuinely serves the needs and aspirations of the northeast corridor in the 21st century. The TZ Hudson River Crossing must also, by design, work in service to the needs and aspirations of our Rockland County community.
719	Joachim, Rita Rockland Bicycling Club	15-Nov-11	E-mail	Rockland County must be an intentional beneficiary of the new crossing if we are to be full participants in the growth of a healthy, prosperous, optimistic future. Only by endorsing the transportation, recreational, environmental, social, historical and economic needs and interests of Rockland's residents can the FHWA, NYSDOT, and NYSTA develop and build a crossing that will help lead Rockland County to a bright future.
720	Kattau, Christina and Patrick	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
721	Kellermann, Ellen	15-Nov-11	E-mail	As a resident of The Quay of Tarrytown condominium, I have great concerns regarding the new Tappan Zee Bridge project and the impact it will have on the area, i.e. health, air quality, quality of life, and property values. Plans indicate that a new bridge would be 90 FEET CLOSER TO THE QUAY, WHICH WILL AFFECT US NEGATIVELY , with an increased noise level and poor air quality and loss of some land. It is my understanding that the air quality surrounding the TZB is currently out of compliance, and the proposed project would undoubtedly put us at greater risk. As a property owner I am greatly concerned because it will become more and more difficult to sell my condo if/when I choose to do so. It is imperative that the TZB project take into account the full impact on residents of Tarrytown and the ways in which it may negatively affect the character of the area. And.....SINCE THE TZB PROJECT WILL BE OF GREATER BENEFIT TO RESIDENTS OF ROCKLAND COUNTY AND NEW JERSEY, I would like to know how residents of Westchester would benefit, especially Tarrytown, where there is already substantial out-of-area traffic on a daily basis. In planning for this proposed project, I would request consideration of the following:
722	Kellermann, Ellen	15-Nov-11	E-mail	If/when the refurbishing or replacement of the TZB is done, how will those who live in the area be protected and assured that there will be no disturbance, such as noise, unsafe air quality, interference by construction vehicles/equipment, etc.?
723	Kelly, Eileen	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
724	Kelly, Eileen	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
725	Kosta, Joan	18-Nov-11	Letter	As a resident of the Quay Condominium, I am compelled to express my personal concerns in addition to those shared by other residents in the areas that will be impacted by the proposed Tappan Zee Bridge as stated in the Scoping Document. My residence is directly opposite the bridge. Thus, I am privy to the current traffic patterns, its noise, congestion, and frequent total cessation of traffic movement and subsequent stagnant gas emissions. The amount of air pollution at this stage is staggering without even noting the effects of sound pollution. To conceive the fact that current plans will significantly increase sound and air pollution and yet will do nothing to change these same problems after completions (i.e., no reduction of individual auto transport, and in fact, more), is mind-boggling. The current proposal suggests a new construction that does not even meet current needs, yet alone the needs of the next decades.
726	Kreilshiem, Ilene	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
727	Kroitpen, Audra	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
728	Markovich, Larry	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
729	Maupovich, Pamela	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
730	Messina, Maria and Walter Johnson	14-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
731	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	6) The scope and EIS should expand the analysis to include the potential impacts on local communities - What will the impacts be on a municipality by municipality basis? The EIS should be able to quantify the specific impacts on the Village and other local communities.
732	Mustachi, Johanna	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
733	Nagy, Molly	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
734	Noonan, Mr. and Mrs.	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
735	O'Brien, Joseph On behalf of Congressman Eliot Engel	25-Oct-11	Oral Testimony	In addition to the concern for the river, the neighboring communities' quality of life must be significant weight in the final design plans. In doing this, I urge the agencies to consider the economic development a new bridge will bring to the region and the need to better handle the increased traffic flow.
736	O'Brien, Joseph On behalf of Congressman Eliot Engel	27-Oct-11	Oral Testimony	...the neighboring communities' quality of life must be given significant weight in the final design plans. In doing this, I urge the agencies to consider the economic development the new bridge will bring to the region and the need to better handle the increased traffic flow.
737	Perillo, Louise and Michael	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
738	Porat, Gradia and Porra	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
739	Rapillo, Serena	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
740	Rogers, Lorraine	27-Oct-11	Oral Testimony	They've had no additional lanes of traffic, heavy bands of traffic, what about congestion pricing, what about discouraging the use of trucks? We were told we wouldn't have a great amount of the trucks coming down and increased vehicles. And when 287 was joined, as everybody knows, there was a great increase in the change in quality of life for us. So I ask you to really think about what you're doing before you destroy another little community which has really a lot of opportunity to help this region grow. Thank you.
741	Ross, Irene	14-Nov-11	E-mail	6) If/when the refurbishing or replacement of the TZB is done, how will those who live in the area be protected and assured that there will be no disturbance, such as noise, unsafe air quality, interference by construction vehicles/equipment, etc.?
742	Ross, Irene	14-Nov-11	E-mail	As a resident of The Quay of Tarrytown condominium, I have great concerns regarding the new Tappan Zee Bridge project and the impact it will have on the area, i.e. health, air quality, quality of life, and property values. Plans indicate that a new bridge would be 90 feet closer to The Quay, which would affect us negatively, with an increased noise level and poor air quality. It is my understanding that the air quality surrounding the TZB is currently out of compliance, and the proposed project would undoubtedly put us at greater risk. As a property owner I am greatly concerned because it will become more and more difficult to sell my condo if/when I choose to do so. It is imperative that the TZB project take into account the full impact on residents of Tarrytown and the ways in which it may negatively affect the character of the area. And.....since the TZB project will be of greater benefit to residents of Rockland County and New Jersey, I would like to know how residents of Westchester would benefit, especially Tarrytown, where there is already substantial out-of-area traffic on a daily basis. In planning for this proposed project, I would request consideration of the following:
743	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	The current bridge is often the site of suicide attempts- sadly most of them successful. The Village of Piermont River Rescue unit is often involved with search and recovery efforts, a strain on our critical Emergency Responder Resource. When our units are on the water, we have fewer members available for other EMS or Fire emergencies. While we applaud pedestrian and bike access, we have concerns that the proposed pedestrian / bike lanes may increase the ease and incidents of suicide attempts. Have there been studies on the effect of pedestrian access on the rate of suicide attempts for example, the PANYNJ George Washington Bridge? What barriers are necessary or intended for the pedestrian lanes? Are there plans for more suicide intervention devices? Thank you for the opportunity to present these concerns.
744	Sardy, John	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
745	Saunders, Alex	25-Oct-11	Oral Testimony	Community Impact: I-287 and I-95 were conceived and built with virtually no regard for the municipalities destroyed by their construction, most obviously Nyack and Tarrytown, but also including New Rochelle, Mamaroneck, and goodness knows how many others. Any attempts to widen the existing right-of-way and increase or decrease traffic, add rail transportation which we'd have to add, or replicate the existing Tappan Zee Bridge will be met by the most vigorous community opposition.
746	Seperstein, Sherry	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
747	Shimsky, Mary Jane Westchester County Board of Legislators	25-Oct-11	Oral Testimony	[a] project of this size and scope is going to have massive effects on the surrounding communities...I know that my Hudson River communities of Irvington and the surrounding areas are very concerned about what this project will mean for traffic on the Saw Mill River Parkway and on Route 9 for the duration of the project. And, of course, there are lots of concerns about the neighborhoods that will either spend years enduring terrible conditions or perhaps be wiped out together. So once again, with my fellow elected officials, I urge all of you to please keep the needs of all of our local communities in mind.
748	Sitomar, Annette	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
749	Slevin, Kate and Vincent Pellicchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 3-4-2 Community Character: This Section states that "In addition, this chapter will evaluate whether the project would significantly alter community character or affect operation and functionality of any municipal facilities and services ... As part of this analysis, future development plans and anticipated future public policy actions that would affect land use and development trends in the study area will be described. Mitigation measures to minimize any adverse impacts to land uses or local, state, or regional development plans will be discussed in this chapter." What is unclear is what impacts are considered adverse? Is increased traffic in the entire corridor which will lead to more pollution an adverse impact? Are negative economic effects created by increased traffic and decreased mobility adverse impacts? In light of the past studies, this must be explained in more detail. Previous studies created a consensus that transportation was necessary to deal with increases in population. The Scoping Packet must explain why it is excluding from the New Project's EIS public transportation alternatives that are feasible based on findings in the Old Project and environmentally preferential.
750	Stack, Patricia	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
751	Strasser, Alfred	15-Nov-11	E-mail	The second reason is that the bridge approaches at Nyack and probably at Tarrytown as well, will not meet an impartial environmental impact review due to excessive air and noise pollution to residences and businesses in those areas from the increased traffic. In fact I wonder whether current monitoring would meet EPA standards.
752	Tenenbaum, Hal	15-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
753	Weisel, Tori Irving Neighborhood Preservation Association	25-Oct-11	Oral Testimony	In terms of our homes, are they protected? And if they are going to be in trouble, how fast are you going to tell us this time around about eminent domain?
754	Weisel, Tori Irving Neighborhood Preservation Association	25-Oct-11	Oral Testimony	If you're going to be doing all sorts of construction, will you be fixing the damage that happens to our homes which were built in the 1800s?

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
755	Wolf, Anita and Marty	18-Nov-11	Letter	The proposed new bridge is estimated to be 90 feet closer to our community. This will result in substantial negative impact on the quality of our life with increased noise and a decrease in the existing air quality. Currently the air quality surrounding the TZ Bridge is already out of compliance with Federal air quality standards. At all of the public involvement meetings that have been held over the years, the impact to our home has not been addressed.
756	Wolzien, Thomas	27-Oct-11	E-mail	Currently the bridge lands in Grand View-on-Hudson. The village border is just to the North of the west abutment. If the bridge is relocated to the north with a sharper sweep, it will either split the border or land in South Nyack. This raises two questions: 1. Police & Fire Impact: Will such a change impact fire and police jurisdictions, and therefore potentially service and taxes to residents of the impacted villages?
757	Zebrowski, Kenneth P. New York State Assembly	15-Nov-11	E-mail	If a corridor is planned for the future, it must be done in a way that does not negatively affect the current communities of Rockland County. Above ground or underground structures must traverse our communities in a manner that is sensitive to the environment, home values and the current makeup of the community. I request that these concerns be taken into consideration during the construction of the bridge. I do not want there to be limitations on the corridor in the future, that negatively affect my district, based upon current design decisions. Specifically, the "grade" of Rockland County has always necessitated above ground or underground rail structures. The height of the bridge and/or its connections on the Rockland side of the river should be done in a manner that preserves the makeup of our community in anticipation of a future rail corridor.
758	Brady-Amoon, Joseph K.	27-Oct-11	Oral Testimony	Stay within the existing right of way. The communities of Nyack and South Nyack lost enough when the Thruway ripped their heart out building the Tappan Zee Bridge the first time. Enough is enough.
759	Franklin, Marion	18-Nov-11	Letter	In addition, 10 feet of our property will be needed for the new bridge - how are we as a community compensated? What if we don't want to allow that?
760	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...EASEMENT - See above construction phase points.
761	Peralta, Jacqueline	7-Nov-11	E-mail	I am the owner of 317 South Broadway Nyack, NY 10960. After attending the October 27th, 2011 meeting in Rockland at the Palisades Center it is clear that my house will be affected by the new plans of the Tappan Zee Bridge. Because of this, our house will not be salable. Our whole life will be affected and disturbed. It is my researched opinion that if you do not acquire my whole property, but only a part of it, our house will be worth so little that the financial ramifications will be devastating for my family. Not only will this cause a negative economical and social impact on our lives but also the environmental aspect of the pollution and gas emissions will be right on the house. So when your plans and designs are done please consider acquiring my whole property and not only a portion, that would be the right thing to do! Also, the amount of the property that would remain after the acquisition may render the parcel unsuitable to build. Further review of the relevant zoning requirements should be done, as with the land that is left, we may be unable to modify and/or remodel our home and still meet the requirements of the regulations imposed.
762	Peralta, Jacqueline	7-Nov-11	E-mail	In summary, the right thing to do in our case is acquire 100% of our property, because if you do not, the value of our house will be null after you acquire only a portion of it. The negative economical, social and environmental impact on my family will be huge if you do not acquire all of the property. Please include me to any mailing list!!!!
763	Peralta, Jacqueline	7-Nov-11	E-mail	I am the owner of 317 South Broadway Nyack, NY 10960. After attending the October 27th, 2011 meeting in Rockland at the Palisades Center it is clear that my house will be affected by the new plans of the Tappan Zee Bridge. Because of this, our house will not be salable. Our whole life will be affected and disturbed. Also, the amount of the property that would remain after the acquisition may render the parcel unsuitable to build. Further review of the relevant zoning requirements should be done, as with the land that is left, we may be unable to modify and/or remodel our home and still meet the requirements of the regulations imposed.
764	Peralta, Jacqueline	7-Nov-11	E-mail	In summary, the right thing to do in our case is acquire 100% of our property, because if you do not, the value of our house will be null after you acquire only a portion of it. The negative economical, social and environmental impact on my family will be huge if you do not acquire all of the property. Please include me on any mailing list!!!!
765	Peralta, Jacqueline	9-Nov-11	Comment Form	I am the owner of 317 South Broadway Nyack, NY 10960. After attending the October 27th, 2011 meeting in Rockland at the Palisades Center it is clear that my house will be affected by the new plans of the Tappan Zee Bridge. Because of this, our house will not be salable. Our whole life will be affected and disturbed. It is my researched opinion that if you do not acquire my whole property, but only part of it, our house will be worth so little that the financial ramifications will be devastating for my family. Not only will this cause a negative economical and social impact on our lives but also the environmental aspect of the pollution and gas emissions will be right on the house. So when your plans and designs are done please consider acquiring my whole property and not only a portion, that would be the right thing to do! Also the amount of property that would remain after the acquisition may render the parcel unsuitable to build. Further review of the relevant zoning requirements should be done, as with the land that is left, we may be unable to modify and/or remodel our home and still meet the requirements of the regulations imposed.
766	Peralta, Jacqueline	9-Nov-11	Comment Form	In summary, the right thing to do in our case is acquire 100% of our property, because if you do not, the value of our house will be null after you acquire only a portion of it. The negative economical, social and environmental impact on my family will be huge if you do not acquire all of the property.
767	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Furthermore, the excess property on which any structures would be sited should be returned to South Nyack rather than retained for Thruway purposes.
768	Weisel, Tori Irving Neighborhood Preservation	25-Oct-11	Comment Form	When/how soon will eminent domain issues be decided?
769	Wolzien, Thomas	27-Oct-11	E-mail	2. Court Jurisdiction: Will such a change impact the judicial jurisdiction for bridge activities, now Grand View Village Court, and what would be the implications of such a change to the two villages?
770	Akesson, Pascal Piermont Rowing Club	7-Nov-11	Comment Form	I very much support the suggested plan to have the state support the building of a boathouse. There is a very large community of recreational human powered boating, such as kayaks, two local rowing clubs. Access to the river would be a terrific enhancement to a community that bears the burden of the bridge on its shores.
771	Aukland, David Village of Tarrytown Planning Board	26-Oct-11	E-mail	The scoping should cover a comprehensive view of pedestrian and bike connections within the area of study in Tarrytown (and presumably Nyack too). This would include links to the Old Croton Aqueduct trail, and cover reinstating the trail where it is cut at present by I87/I287 next to the Stop & Shop plaza. It could also include links to the Metro-North railroad station at Tarrytown.
772	Backus, Benjamin	18-Nov-11	Letter	The project reviewers should study how best to link the TZ pathway with trails on both sides of the bridge: the Raymond Esposito Trail, or Old Erie Path, which connects Nyack and Piermont in Rockland, and the Old Croton Aqueduct State Park, the 26-mile long park from the Croton Dam to New York City that falls within the project area, less than one mile from the bridge. Access ramps should ideally have a grade of up to 3 percent.
773	Backus, Benjamin	18-Nov-11	Letter	I was cc'd on a letter from David Wilson to yourself, and I support his letter completely. Thus: I am pleased that the new design for the Tappan Zee Bridge includes a 14-foot wide bicycle-pedestrian facility along the northern edge of the northern span. I believe such a facility will provide an important link the growing regional network of multi-use trail ways for cyclists and pedestrians.
774	Barhydt, Elizabeth Piermont Rowing Club	7-Nov-11	Comment Form	As a member of Piermont Rowing Club I row on the Hudson River 4-6 times/week from April to Nov. I am in support of River Rowing Association's plan to incorporate access to the Hudson for human powered watercraft with a community operated boathouse located at the termini of the replacement TZB.
775	Bemonte, Grace Piermont Rowing Club	7-Nov-11	Comment Form	As a member of the Piermont Rowing Club and a resident of Piermont, I fully support the proposal to build boathouses into the new Tappan Zee Bridge project. The Hudson provides not only a picturesque backdrop to our communities along the valley, but a playground for our residents. The cost that would be incurred is minimal (negligible) compared to overall cost of replacement bridge while its purpose and value to our communities is invaluable. I would love to see this happen!

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
776	Cohen, Roger S.	14-Oct-11	E-mail	We need two things when you construct the new Tappan Zee bridge in the vicinity of Nyack, NY: 1) A lid park over the highway, where it crosses through South Nyack, NY.
777	Hart, Ellen Piermont Rowing Club	7-Nov-11	Comment Form	As president of the Piermont Rowing Club we'd love to see a Community Boat house which would be a boost to non-motorized boating. It could include H.S. and college rowers, the local rowing clubs as well as kayakers. The bridge construction provides an opportunity for such a wonderful contribution to the local community. Rowing in Nyack and Piermont dates to the mid 1800's it would be marvelous to continue that tradition.
778	Howe, David Piermont Rowing Club	7-Nov-11	Letter	I am writing as a member of the Piermont Rowing Club, Inc. located in Piermont, New York 10968. I write this letter with regard to the Tappan Zee Bridge for fast track replacement. This letter informs that I am a significant user of the Hudson River, as I row typically 4-6 days a week from April 1 through the middle of November. This letter provides support to the plan suggested by River Rowing Association, Inc. (hereinafter RRA), a New York Domestic not-for-profit, seeking to have local, state and federal support to incorporate access to the Hudson River for human powered watercraft through a community operated boathouse located at the eastern and western termini of the replacement TZB. This will enhance access to the Hudson River and provide important hand-powered craft users community center for New York State residents. I am attaching completed Comment Forms (SCF), that have been submitted by me and other members of the 50+ rowers in the Piermont Rowing Club Inc., which SCFs support the RRA suggested plans.
779	Johnson, Rod	15-Nov-11	E-mail	Scope Section 3-4-4 PARKLANDS AND RECREATIONAL RESOURCES should be amended to include an analysis of effects to Hudson River boating. The new bridges may provide a benefit to Hudson River boating by reducing the number of bridge piers in the river bed. This would provide greater access beneath the bridge. Fewer columns could reduce disturbance of wind to benefit sailboats.
780	Katz, Joanna Piermont Rowing Club	7-Nov-11	Comment Form	I am a member of the Piermont Rowing Club, resident of Piermont, kayaker. I believe that a community boat house would be a great asset and draw to the area. We have minimal boat access at this time. It would encourage maintaining the environment and community involvement.
781	Klose, Peter Chairman, Planning Board of the Village of Nyack	27-Oct-11	Oral Testimony	...we are very concerned as an association, the River Rowing Association, that this bridge project is going to significantly impact our use of the Hudson River. It will prevent rowing, kayaking, canoeing, et cetera from the Village of Nyack to the Village of Piermont which is the consistent and normal route underneath the Tappan Zee Bridge... It's our view that the installation of this bridge is going to significantly impact the rights of all human powered sports enthusiasts who use the Hudson River.
782	Klose, Peter Chairman, Planning Board of the Village of Nyack	27-Oct-11	Oral Testimony	I want to urge the powers that be in considering various mitigation potential -- that one potential mitigation of the impact of this bridge would be to install two boathouses on either end of the new Tappan Zee Bridge to encourage community participation and use of the Village both in South Nyack and in Tarrytown. We are actively pursuing design incorporation of such boathouses at the bays of both bridges structures and we would encourage the planners and the public to consider such boathouses as one possible mitigant to the construction and impact of this bridge to the communities that it serves.
783	Nettleton, Greta S. Piermont Rowing Club	7-Nov-11	Comment Form	I strongly support the idea of constructing a community boathouse in South Nyack as part of the new Tappan Zee Bridge. This would support community access to Hudson River recreational activities in a strong way: • Youth/high school/college athletics • Community rowing clubs • ecological/green activities - human powered non-motorized athletic activities • potential revenues from regattas
784	Rasicl, Debbie Piermont Rowing Club	7-Nov-11	Comment Form	I am a member of the Piermont rowing club and would love to see a public boat house. Having a boat house would be valuable to the community and a positive opportunity for high schoolers.
785	Rosenfeld, David Piermont Rowing Club	7-Nov-11	Comment Form	Access to the river is important to me and a key reason to live in Rockland County. Having more people on the river in small boats is good for the health of the river with more people looking out for the river. Right now there is almost no public access.
786	Simpson, Burt	27-Oct-11	E-mail	Another ancillary idea I expressed at the Tuesday meeting was putting docks and/or light boat storage for rowing shells, canoes and kayaks under the ends of the new and/or existing bridges. What I forgot to say was that this could become the Tappan Zee Marina or Boat Club.
787	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	14-Nov-11	E-mail	Environmental advocates, Old Croton Aqueduct (OCA) State Historic Park members, and Westchester County residents who utilize the northern and southern sections of the OCA request that a hard look be given, during the Environmental Review Process, to connecting these two portions of the OCA cut asunder during I-287's construction in the late 50's. This connecting link would be in the form of a bridge over I-287 for pedestrian and bike use, thus making it accessible for people with disabilities. The historic 26 mile-long park was destroyed at the time of I-287's opening in 1960, and park users now wander around Tarrytown's heavily trafficked South Broadway, adjacent to the Tappan Zee Bridge on and off ramps, looking for how to connect with the OCA. Park recreation was substantially diminished 50 years ago with this blatant disregard for the OCA's historical value and extensive use. The Tappan Zee Hudson River Crossing Project has a unique opportunity to enhance recreational offerings in the proximity of the Tappan Zee Bridge, and undo the damage done in an era when environmental impacts were not taken into consideration to the extent they are today. Not only is reconnecting the northern and southern routes of the OCA the correct reparation for this damage, but it can also be viewed as a give-back amenity specifically to the residents of Tarrytown who will be living with the nightmare of construction over many years. Our river town and its residents deserve to be able to provide complete linkage on the OCA via an I-287 bridge and a smaller bridge over 119 to complete the historic Old Croton Aqueduct trail. Enhanced recreational use, bringing more walkers, bikers and runners to our region, could help provide increased economic support during the years of construction hardship and after. Connecting the northern and southern portions of the OCA will help to mitigate the negative impacts construction will bring to this region. Please consider providing this much-needed amenity as you develop the project.
788	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Of equal importance is the issue of development around the "clover leaf" at Interchange 10. The existing clover leaf at the current bridge's landing was built in anticipation of a connector that never materialized; we must ensure this does not happen again and likewise that we make every effort to eliminate excess roadway and be economical with space. As much roadway as possible should be restored to green space.
789	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	I urge you to pay attention to the Esposito Trail and its connections to the bike paths on the bridge. At our recent green assets conference, the interconnectedness of cycling and trails was linked to the economic development of the waterfront and the county at-large. During the bridge construction phase, we must seize the opportunity, wherever possible, to make modest adjustments at little cost that can enhance the potential for economic redevelopment.
790	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	18-Nov-11	Letter	The project reviewers should study how best to link the TZ pathway with trails on both sides of the bridge: the Raymond Esposito Trail, or Old Erie Path, which connects Nyack and Piermont in Rockland, and the Old Croton Aqueduct State Park, the 26-mile long park from the Croton Dam to New York City that falls within the project area, less than one mile from the bridge. Access ramps should ideally have a grade of up to 3 percent.
791	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	18-Nov-11	Letter	These comments are written on behalf of the Bike Walk Alliance of Westchester & Putnam, an affiliate of the 3,000-member East Coast Greenway, and the 1,400-member Westchester Cycle Club. We are pleased that the new design for the Tappan Zee Bridge includes a 14-foot wide bicycle-pedestrian facility along the northern edge of the northern span. We believe such a facility will provide an important link the growing regional network of multi-use trailways for cyclists and pedestrians.
792	Ahn, Jimmy	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
793	Andres, Trent	15-Nov-11	E-mail	Comment 2 With the scale of this project it is difficult to guarantee that taxpayers not only benefit from the modernization of this critical and signature piece of infrastructure but also benefit from the jobs that are created domestically by this expenditure of federal and local tax revenue. The NY Area and U.S. have also recently experienced Significant quality issues that have resulted from the use of foreign steel. These issues have created significant schedule delays in two major infrastructure projects. This is a critical crossing, it is important to job creation in the area, and requires a robust and well-built solution. The Lead Agency and Project Sponsors should include the provisions for Buy America as part of the EIS so that the final quality of the project is well defined and the impact of the project on local and federal economies can be measured through the creation of thousands of domestic jobs.
794	Anonymous	25-Oct-11	Comment Form	Do you have any idea how much we have spent to date on feasibility studies? How much federal \$ and state \$? And, any thought to placing a cap on the spending?
795	Anonymous	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
796	Anonymous	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
797	Bosco, Philip New York Thruway Stakeholders Committee: Land Use.	27-Oct-11	Oral Testimony	The Garden State Parkway connection is a very dangerous situation as it exists right now, and I would encourage the state to be looking at developing a small project separately to help to alleviate the problems and the dangerous situation there because, as you probably all know, insurance rates are based on accidents within the confines of Rockland County or any county. And the Thruway, because of some of its configuration as the Thruway was developed, adds to the insurance rates and the costs to the taxpayers of Rockland County because of the amount of accidents that occur on the New York State Thruway because of improvements that are sorely needed and would have been handled with the corridor, I'm sure.
798	Brunelli, Eileen	18-Nov-11	Letter	I am also concerned the proposed new TZ Bridge will severely reduce the value of my home and my ability to resell my unit. I expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team.
799	Burriss, Jessica and Andre	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
800	Clifford, Michael J. Cement Mason Union and Bricklayer & Allied Craftworkers	27-Oct-11	Comment Form	I am from the cement mason union. We the members of Local S [5?] NY are in favor of this Bridge. We the members need the work in this region. The Old Bridge is a waste of money to put more work into it. We the members of Local S [5?] and the people of the region need a new bridge and the work to build it. Thank you. Also born and raised in Rockland County 49 years.
801	Degenshein, Jan Rockland Business Association	27-Oct-11	Oral Testimony	In that case, we will be able to draw from the riches of employees, employers and employees who can come to Rockland County to work. The importance of that is not any more evident than it has been in the headlines over the past several weeks. We need more revenue in Rockland County. That can occur through the business community and through the revenues that are generated through taxes and the general welfare of that community.
802	Di Pireta, Joan E.	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
803	Englander, Alan L. A L Sustainability, LLC	-11 (attached to €	Letter	Yet one more thought comes to mind while providing for this TZB project, and this would be to contribute nominal, but sufficient funds to the riverfront communities (Nyack, Upper Nyack, So South Nyack, Grand View, Piermont on the west side, and Tarrytown on the east side) to undertake a worthwhile community project that will enhance the quality of life, relate to the I- 287 corridor system, while at the same time, contributing to the regional economy. In the Nyacks, a good example would be funds to build a new boathouse near the current Eco-Dock at the Nyack Marina. This would be used for the storage of rowing sculls / paddling boats along with changing facilities that local residents could use for an excellent life-long fitness activity. The townships could also use this to increase their parks and recreation programs, while the local school districts could then offer rowing as a physical education and extracurricular program, thus giving a three-pronged use from a single infrastructure investment. As I said earlier, this would serve to provide stimulus for the region, as it draws visitors to the villages via the I-287 corridor, while providing yet another activity to encourage individuals and families to locate here.
804	Feaster, Petronella	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
805	Feder, Annette	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
806	Feroe, Peter	25-Oct-11	Letter	Section 3-4-5 of the scoping packet discusses the EIS ' analysis of socioeconomic impacts. Similar to my comment on Section 3-4-1 , I find it hard to believe that there will be no long-term socio-economic impacts of this project. At the very least, the impact of not including transit should be discussed in the EIS. The EIS should also contain clear and compelling evidence to back up any assertion that the new crossing will have no long-term economic impacts in the region, because on its face, that statement is not believable. These impacts should not be limited to the immediate communities surrounding the crossing, but rather should include, at a minimum, all of Westchester, Rockland, Orange, Fairfield, and Bronx counties, and the development patterns that will follow from the construction of a 'cars-only' crossing.
807	Forrest, Bruce On behalf of Tish DuBow the Mayor of the Village of South Nyack and Jerry Ilowite the Chairman of our Comprehensive Planning Board	27-Oct-11	Oral Testimony	We have in our Comprehensive Plan for Rockland County specifically a way of addressing covering the Thruway as it approaches the bridge. This is not, apparently, an item that is seriously considered in this proposal. This needs to be seriously considered. The bridge replacement project is a vital, necessary economic development for this region. That we admit. But so is the opportunity of repairing that which is done to South Nyack, to create economic opportunities for growth on this side of the Hudson, which is otherwise missing. So, from a public perspective point of view, I think, and on behalf of our administration of the Village of South Nyack, that a detailed proposal of South Nyack's requirements need to be included in the environmental review. And rushing this for a deadline of November 15th does not provide us the opportunity to do that.
808	Franklin, Marion	18-Nov-11	Letter	I am also concerned that the proposed new TZ Bridge will severely reduce property values and our ability to sell our units. Not only air and noise quality, but also an obstructed view of the river. I would hope that these concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this phase. Looking forward to receiving a response.
809	Gettings, Lana	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
810	Gladstone, Rita	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
811	Goldberg, Alice and Sherwood Chorost	14-Nov-11	Letter	As retired Senior Citizens living in one of the closest homes to the planned new bridge site, not only will we suffer a very heavy loss of home value, but also there is the possibility of not being able to resell our unit at all...Closing, we would like the project team to take a "hard look" at the probable, very negative quality of life impacts that we will experience. If the new bridge is as impactful as we have anticipated, we trust that we would receive appropriate compensation that should allow us to purchase a commensurate, quiet and healthy living space in another area. Looking forward to a careful response from your professional team, we remain.
812	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...RE-SALE VALUE - See above construction phase points.
813	Goldberg, Alice	14-Nov-11	Letter	In addition to taking a "hard look" at these issues, we request a serious review of possible compensation to the condominium for the loss of property value as well as a process to compensate individual owners where appropriate. Some owners may have such negative financial impacts to their living situation that they would prefer to be compensated so they may relocate to a situation that is commensurate to their current situation. We anticipate that this will be reviewed as per Section 3-4-5 (Socioeconomic Conditions) of the Scoping Document. We look forward to the resulting DEIS and hope that the air pollution, noise pollution, view degradation, loss of amenities, easement and any other negative impacts to our community be studied in depth and managed in order to mitigate or compensate all losses.
814	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...LOSS OF QUAY AMENITIES - See above construction phase points.
815	Hadjandreas, Andrew	18-Nov-11	Letter	It is also very clear that the proposed new TZ Bridge will severely significantly reduce the current value of our home and subsequently, the resale value. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look".
816	Halg, Anne and Steven	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
817	Hecker, Sandra	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
818	Ingoglia, Louis and Jennifer	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
819	Jackson, Bob Rockland County Legislator	27-Oct-11	Oral Testimony	A benefit to building the bridge now, though, is jobs in the area. The region needs work. A lot of people are out of work. Right now, we're working on a budget in the County where we're looking at possibly laying off 500 people. And these are our neighbors and friends. This project will be bringing jobs to the area.
820	Jorge, Eddie New York State Ironworkers District Council	27-Oct-11	Oral Testimony	We represent over 10,000 members. In the past several years, we've had unemployment over 20 to 30 percent and we're looking forward to this project.
821	Jorge, Eddie New York State Ironworkers District Council	27-Oct-11	Oral Testimony	...we represent over 10,000 members. For the past few years, we've had massive unemployment between twenty to thirty percent. Some of our members are even losing their homes due to the state of the economy. We're looking forward to building this bridge.
822	Kattau, Christina and Patrick	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
823	Kelly, Eileen	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
824	Klose, Peter Chairman, Planning Board of the Village of Nyack	27-Oct-11	Oral Testimony	From the Village of Nyack perspective, I would also express my concern that the State and Federal Government are going to take significant chunks of rateable land located within the Village of Nyack to accommodate various uses and access points for the new bridge and highway structures. And I would express my concern that the planners also consider the impacts that such takings will have on the Village of Nyack both from a tax perspective, a planning perspective and an environmental impact. I would suggest that any of the plans to remove such land from the rolls, the tax rolls of the Village of Nyack be seriously considered and alternate lanes made to accommodate and compensate the Village of Nyack for the loss of such land.
825	Kosta, Joan	18-Nov-11	Letter	On a personal note, I am a single owner of my home, a senior citizen on a fixed income, and a person with medical histories that include heart problems and asthma. My economic and health situations will not allow me to continue living here and yet, there is no way I will be able to sell my unit for its value and no place to move to at a comparable price. What compensation do you propose to offer to those whose lives and homes will be directly affected and impacted by this plan? Has even a thought been given to individual concerns such as those I have raised?
826	Kosta, Joan	18-Nov-11	Letter	In summary, the projected project will have a devastating impact on all, is poorly conceived, is ignorant of its negative outcome, and is insensitive to current and future citizens of the community. I would hope that concerns such as mine will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation will be part of your "hard look." I look forward to your response. Thank you very much.
827	Kreilshaim, Ilene	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
828	Kroitpen, Audra	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
829	Maraia, Jr., John IBEW Local 363 and Rockland County Building Trades	27-Oct-11	Oral Testimony	This project, by being fast tracked, Governor Cuomo is creating countless jobs at a much needed time. You heard earlier a comment about unemployment in the trades. It is percent. Right now, our members desperately need jobs to pay their mortgages, to feed their families, to clothe their children.
830	Markovich, Larry	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
831	Maupovich, Pamela	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
832	Messina, Maria and Walter Johnson	14-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
833	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	b) Would allow for the immediate (or nearly immediate) investment of funds as the rehabilitation work could begin immediately and continue during the construction of the new northern structure. The value of proceeding in this fashion in terms of more rapid regional employment/economic benefits as well as an earlier completion date should be evaluated in the review process.
834	Mustachi, Johanna	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
835	Nagy, Molly	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
836	Nery, Joe	27-Oct-11	Comment Form	Create jobs for the local communities. +++Plus
837	Noonan, Mr. and Mrs.	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
838	Paroff, Barry	27-Oct-11	Comment Form	Will \$5.2 billion become a much higher number as happens with most projects? Please supply how \$5.2 billion was derived.
839	Paroff, Barry	27-Oct-11	Comment Form	What would light rail cost?
840	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	27-Oct-11	Oral Testimony	It is our opinion that this project is a vital project for the economic well-being of the Hudson Valley region as well as all of New York State, and must move forward quickly.
841	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	27-Oct-11	Oral Testimony	Jobs are a key to this project's success. Today in New York State there is about an eight percent unemployment rate. In our construction industry in this region, some trades have as much as 35 percent of their members out of work. And that's long-term, that's not just short duration. These people are demanding jobs, they require jobs and they want to stay in these communities and live here and support the communities. So this project, if it goes forward, could create as many as 150,000 jobs throughout the region. And we certainly support this project for that purpose.
842	Perillo, Louise and Michael			We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
843	Porat, Gradia and Porra	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
844	Rapillo, Serena	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
845	Reich, Steven Laborers in Rockland County	27-Oct-11	Oral Testimony	Number 2, of course, I'm here, you know, it's about man-hours and putting people to work.
846	Samuels, Al Rockland Business Association	27-Oct-11	Oral Testimony	I will also tell you that I have the privilege of serving on the Governor's Mid-Hudson Regional Economic Development Council, and I have chaired what's called The Inhibitors Workgroup. One of the sixteen inhibitors that we identified were people who did not look at the Lower Hudson Valley as a reasonable venue for their transportation, warehousing, or distribution companies because of concern that the current Tappan Zee Bridge would be shut down before a new bridge was built. These are lost opportunities for Rockland and Orange Counties in particular. We need the new crossing.
847	Samuels, Al Rockland Business Association	27-Oct-11	Oral Testimony	We need this bridge. We need the 10,000 construction jobs that will be available to people from Rockland and Westchester County. If you take the formula that's used in economic development of 30,000 jobs for every billion dollars spent in economic development, there is a total of 150,000 jobs that will be created if we have this bridge.
848	Sandler, Oreon	25-Oct-11	Letter	The federal deficit has gotten a great deal of critical attention national and in Westchester County. On a short term basis, complaining about the size of our debt and deficit spending is justified. Our current economic system is "broken" and many families suffer from the same problem, too much debt. But that is a short term problem. It requires a long term plan. If we solve our federal, state and local economic issues impacting so many people on a national scale, we can project a future of growth and deficit reduction.
849	Sardy, John	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
850	Schutz, John Patrick	27-Oct-11	Oral Testimony	Every time a vague announcement is made by the government or any of the people that are starting this project, housing prices, the value of houses in the areas around the Thruway corridor, but particularly at the foot of the bridge, their values drop immediately. I used to be the manager of the Salisbury Point Cooperatives right at the foot of the bridge. Your last major announcement caused a serious decline in prices there. The one that you've just done is doing it again. Please, just be honest with us. Be clear. Let us know what properties may go and may not go so that people a half a mile away aren't terrified that they cannot resell their house or people will not buy there.
851	Seperstein, Sherry	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
852	Sitomar, Annette	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
853	Stack, Patricia	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team. Thank you.
854	Stewart, Andrew	27-Oct-11	Oral Testimony	...I'm just curious what the specifics methods are to make sure that our businesses within Rockland County and within the region as a whole are directly engaged and they're not getting sort of undercut from afar.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
855	Stoddard, Matthew P. Local 417 Iron Workers and Rockland County Building Trade	27-Oct-11	Oral Testimony	...the unemployment in the area, on both sides of the Hudson, in Westchester and in Rockland County and the Hudson Valley region it can be twenty, thirty, forty percent, we need the jobs, local jobs, for local people and the revenue will stay here in the community and be put back in the community. We have members that are losing their homes, out of health care for their children, and they just really need the jobs.
856	Stoddard, Matthew Local 417 Iron Workers and Rockland County Building Trade	27-Oct-11	Oral Testimony	First of all, I'm 100 percent in favor of this project. The local area could use the jobs, can use the revenue, and it's thousands of construction jobs and a billion dollars worth of revenue put right back into your community.
857	Suffern, Carolyn	27-Oct-11	Oral Testimony	The Village of Suffern has been an important crossroad since well before the Revolutionary War. Because of this strategic location, Suffern took a major hit as the New York State Thruway was built in the 1950s. There might well be disruption to the Village with this Tappan Zee Bridge project. To compensate, I urge you to support Suffern and its economy by locating a new train and bus station on the entirely suitable large parking lot across from the post office in Suffern. Locating the station there would provide a tremendous much-needed boost to the retail economy of Suffern.
858	Suffern, Carolyn	27-Oct-11	Letter	In her book, Now and Then and Long Ago in Rockland County, Cordelia Bedell, wrote, "No work for the betterment of Nyack has done more than the Nyack-Suffern Turnpike to promote her continuous growth because the turnpike brought an ever increasing trade that attracted many new inhabitants and insured Nyack's future prosperity." (p. 304)
859	Suffern, Carolyn	27-Oct-11	Letter	According to US Department of Commerce data, in 2010, 33% of all international tourists came to NYC, spent \$42 billion, comprised 37% of all NY pedestrians, accounted for 19% of all money spent in the city, booked 51 % of all hotel rooms in NY, and they "fan out." These numbers will increase as the Corporation for Travel Promotion, an outgrowth of the federal Travel Promotion Act of 2009, spends the \$200 million it is guaranteed for 2012, to promote international tourism to the US.
860	Tenenbaum, Hal	15-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look". Looking forward to receiving a response from your team.
861	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	REGIONAL CONTEXT Please correct the following statements in Section 1-3-2 of the Scoping Document: <ul style="list-style-type: none"> • "The population in Rockland County has more than tripled from about 89,000 in 1950 to 299,000 in 2010 (+235 percent)." This statement is factually incorrect. The correct statement should read as follows: "The population in Rockland County has more than tripled from about 89,000 in 1950 to more than 311,000 in 2010 (+249 percent)" <ul style="list-style-type: none"> • The 2010 population cited for Westchester County of 962,000 is not accurate and does not reflect the 2010 Census population total of 949,113 and should be corrected as well. Also within this section, there is a discussion of projected population and employment growth for Rockland County, which states that Rockland County's population is expected to increase by 50,000 between 2010 and 2047. We acknowledge that this data was obtained from NYMTC population and employment forecasts. However, it should be noted in the document that the Rockland County Planning Department's own Population Projections, developed by the Program on Applied Demographics at Cornell University through a contract with the County, projects an increase of more than 41,000 between just 2010 and 2035 alone. (Rockland County's projections project provides information from 2005 - 2035 and was developed before the 2010 Census was conducted). Also, updated population and employment projections to the year 2040 for Rockland and Westchester Counties have been developed by NYMTC. These updated forecasts, which incorporate results from the 2010 Census, indicate a more significant growth for Rockland, in terms of population and employment, than is currently reflected in the document. According to these updated NYMTC forecasts, Rockland's population is expected to increase by nearly 52,000 residents between 2010 and 2040, while employment in Rockland is expected to increase by more than 53,000 between 2010 and 2040. These updated forecasts should be used in place of those currently identified in the Scoping Document. In addition to the growth in Rockland and Westchester Counties, the document should also reference recent and projected growth in Orange County, which is a factor in the context of our region and has potential impact on the crossing. Orange County saw a nine percent increase in population between 2000 and 2010 and is poised for more growth given the significant amount of vacant land still available there. Without improved transit options, growth in Orange County will also bring more single occupant vehicle (SOV) commuters through Rockland to cross the bridge.
862	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Beyond the physical impact of this project, there is also the very major and potentially positive economic impact to be considered. A rebuilt Tappan Zee can promote economic opportunities, provide for cultural and economic sustainability, and improve the regional environment. To maximize the economic development potential of this project, the rebuild should consider proposals for mixed-development in conjunction with the neighboring communities, and allow for potential public-private partnerships to this end.
863	Vogel, Kenneth	27-Oct-11	Oral Testimony	One of the other things you might want to think about is one of the problems Ulster County is having with the housing boom gone is they're trying to find as many jobs as they can within the county instead of everybody, if you look at the statistics, commuting to the south one county every time, including you guys going over to Westchester. So that might be a help.
864	Wolf, Anita and Martyn	18-Nov-11	Letter	We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look".
865	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	A bridge for 100 years deserves to be beautiful, as befits the Hudson River and the Empire State. 2. A bridge for 100 years must be designed to accommodate future mass transit, even if implementation comes in stages. Inclusion of HOV lanes must be reconsidered. 3. Congestion at the approaches must be minimized by planning now for highway improvements and climbing lanes to be constructed in the near future. 4. We were promised one bridge—not one old and one new. We cannot have our river villages destroyed by causeways to two spans. The old bridge should be removed. 5. Years of input from residents working on the SAWGS should be honored and utilized. Planning for mass transit and accompanying highway improvements in the corridor should recommence as soon as possible. 6. Financing must be clarified and funds must be found for transit-ready bridge and necessary highway improvements without placing an undue burden on our residents. Thank you for taking these extraordinary steps toward advancing the accelerated construction of a Tappan Zee replacement bridge. But, as you undertake this worthy endeavor, please take great care to do everything in your power not to impede the ultimate realization of an attractive public transit travel choice in the critical I-287/Tappan Zee economic corridor.
866	Barclay, Suzanne Rockland County Legislature	15-Nov-11	E-mail	One aspect of this expedited process is that there does not appear to be any ability on our part to have input into the appearance of the bridge. Yet everyone is aware of how critical the bridge design will be as a symbol of the lower Hudson Valley and the Empire State for the next 100 years. Just mention engineer Santiago Calatrava and people immediately conjure up images of his bridges in Dallas, Boston and Venice. There is no reason that the new Tappan Zee Bridge should not also be a stunning design and a Hudson Valley landmark. What assurances can you give us that you take the design of this vital and visible piece of infrastructure seriously and will seek the appropriately inspired architects and engineers?
867	Bloom, Leanne	25-Oct-11	Comment Form	Tappan Zee should be beautiful!! A world-class bridge (within budget) is what we need.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
868	Bloom, Nicholas	25-Oct-11	Comment Form	Please build a beautiful bridge. Lovely plans, etc. // cables. Make the crossing an addition to the beauty of the Hudson River
869	Dennis, Lyle	28-Oct-11	E-mail	Are there artists renderings of the proposed new TZ bridge system?
870	Goldberg, Alice and Sherwood Chorost	14-Nov-11	Letter	After a long search for a retirement home, my husband and I were captivated by the amenities at the Quay Condominium in Tarrytown. The beauty of the Hudson River, practically at the doorstep of the unit we purchased, was the major factor which finally sold us. We bought the home in 1994 dreaming that it would be settling into our final neighborhood area. However, impending highway development plans now jeopardizes that dream. The TZB Scoping Document indicates that we face peril triggered by the State's growing need for transportation development. If built as planned, the new TZB will place the new structure at a point which will destroy our precious view-site and will bring very heavy traffic upon us as it abuts our tennis courts, clubhouse, swimming pool and our home itself.
871	Goldberg, Alice	14-Nov-11	Letter	POST -BUILD ISSUES - How will these issues be mitigated or compensated?...VIEWS - The river view is a major element of this community. Please take a "hard look" at the impact of the disruption of the view on all amenities and residences. We are extremely interested in the Visual Resources section of the Scoping Document and the impact on The Quay. Please take a "hard look" at all impacts on amenities as well as residential units.
872	Johnson, Rod	15-Nov-11	E-mail	The new bridge will be as high as the existing Main Span crossing the channel. The bridge light fixtures will be higher and seen from a longer distance. Scope Section 3-4-6 VISUAL RESOURCES should include an analysis of lighting impacts and address light fixtures that direct light downward toward the bridge roadway and screen the source of light to surrounding Hudson River view shed. This discussion of lighting should also address lighting for the toll plaza area. Light from the existing fixtures at the toll plaza can be seen 3.5 miles away in Piermont.
873	Johnson, Rod	15-Nov-11	E-mail	Crossing the Hudson River Valley over the Tappan Zee bridge offers one of the most dramatic views in the northeastern United States, which I value as bridge commuter on a daily basis. The bridge affords views of the Hudson Valley toward the Hudson Palisades, Hook Mountain and the Hudson Highlands/Appalachian Mountains to the north. The recent placement of the metal safety panels at the side of the roadway has obstructed the scenic view. An intelligent design for the traffic barriers, as well as the bridge superstructure can provide visual benefits without compromising safety if considered as an objective in the design process. Scope Section 3-4-6 VISUAL RESOURCES should include an analysis of the bridge design regarding the view from the bridge toward the Hudson Valley view scope for drivers, passengers and transit commuters, not just walkers on the pedestrian walkway.
874	Lalire, Alexander	27-Oct-11	Comment Form	I am concerned that the constant slope approach proposed in the current preferred alternative would detrimentally affect the aesthetics of the area. The proposed bridge would create an aesthetic "wall" blocking the view between Piermont and Nyack. Perhaps the aesthetics of the bridge should outweigh the possible safety concerns raised by a lower profile approach structure.
875	Lannert, Joyce	25-Oct-11	Oral Testimony	I would urge you to consider the esthetics of the bridge. This is the Historic Hudson Valley. We have tour boats, we have tourists coming through, and one of the aspects that should be maintained is the issue of how attractive this bridge would look so it doesn't look like an inner city bridge.
876	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	The proposed rise of the Rockland side of the bridge to minimize the slope to the midchannel span will increase the visual impact of the new bridge on the scenery of the Hudson River Historic District. The new structures will rise to challenge the majestic view of Hook Mountain and increase the imposition of a man-made structure on the Tappan Zee. The visual impact could adversely affect tourism and the potential economic impact on the Village will need to be considered. We recommend the existing height of the causeway should be maintained to not obstruct the view of Hook Mountain. The overall architecture of the bridge and its design should be inspiring, and celebrate the Hudson River and the unique environs of the Tappan Zee.
877	Strober, Eric	25-Oct-11	Oral Testimony	Your Long Span option with the truss system is designed only for the purpose of housing internal trains. It neglects environmental impacts in terms of visual. It has to be higher, it has to be more visually impacting, and it has to be a much bigger bridge.
878	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	Finally, as noted by the Village of Piermont, the overall architecture of the bridge and its design should be inspiring, and celebrate the Hudson River and the unique environs of the Tappan Zee.
879	Wolzien, Thomas	27-Oct-11	E-mail	Something to Inspire: After the arguments quiet and the dust settles, it is imperative that the citizens of the state and the users of the bridge are left with something that says "WOW." In these difficult times, it is particularly important that our major infrastructure projects are not only well built and functional, but inspire our pride, and our spirit as well. Certainly that is how I felt when I first saw the new Penobscot Bridge in Maine. It should also be how we and those who come later react to the new Tappan Zee Bridge. A bridge defines the times in which it was built. And in the new bridge, these times should be remembered not as hard times, but as times that still inspire despite the hard times.
880	Wolzien, Thomas	27-Oct-11	E-mail	Short-Long Spans: In weighing the short vs long lower spans on the west end, I would encourage the planners to consider the thickness (height) of the truss sections as well as the spacing. The height of the open area below the trusses and the thickness of the trusses will have a significant impact on the views from the roads and homes in the surrounding area, particularly Grand View-on-Hudson, South Nyack, and Nyack. The ability to "look under" the bridge and across the river may be as or more significant when considering visual impact, than the number of piers.
881	Backus, Benjamin	18-Nov-11	Letter	The fate of the Gov. Malcolm Wilson Tappan Zee Bridge, which has been deemed eligible for the National Register of Historic Places, must also be considered. Reviewers should study the alternative of keeping the landmark as a park. What would be the cost of maintenance? How does the structure comply with guidelines for parkland? Reviewers should also compare the impact of keeping the Wilson TZ to tearing it down, and the environmental impact off dismantling it.
882	Berezowsky, Adrian Sleepy Hollow Environmental Advisory Council	25-Oct-11	Oral Testimony	Also, on a similar note, I just noticed tonight that the area of potential effects for Section 106 consultation appears to be limited to about a mile north and south of the river, but only really extends just along the coastline. Given the numerous historic structures within the villages on both sides of the river, I think that this area should also be extended a little further inland to really afford the public the opportunity to comment.
883	Berezowsky, Adrian Sleepy Hollow Environmental Advisory Council	3-Nov-11	E-mail	As a lifelong resident of Sleepy Hollow, I would like to inquire why the Area of Potential Effects ("APE") shown in the documents displayed in the October 25th Public Scoping Briefing (and still not provided online) is limited to the Hudson River and an undefined but minimal area along its shoreline. According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking. Given that the existing bridge is clearly visible from countless areas further inland, including but not limited to the ridgelines running along both sides of the Hudson River, and given that the proposed scope will include two bridges where there is currently only one, it is clear that the APE should be expanded to include these areas. This will allow the project team and the public to identify potential effects on historic properties within these areas. Furthermore, it should be noted that there are numerous properties located further inland which are listed or eligible for listing within the National Register of Historic Places or are locally designated as historic. The same cannot be said for the currently proposed APE which has to a great extent already been developed and/or degraded to a point where historic properties are no longer present. Thank you for your time and attention to this matter.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
884	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The DEIS should also consider impacts on historic and cultural resources in the construction area, including the historic Irving neighborhood, immediately next to the bridge in Tarrytown. Irving is a small riverside neighborhood – one of the oldest in Tarrytown. The neighborhood was built throughout 1790-2004, nestled in a pocket to the south of the Tappan Zee Bridge. Some of the homes in the neighborhood belonged to workers hired by the 19th Century millionaires who once owned estates perched on either side of the neighborhoods. A few older homes were originally built by abolitionists as part of the Underground Railroad. The effects on the historic resources of the Irving Neighborhood must be considered. As a corollary to this historic resource analysis, the review should examine the effect of the project on the neighborhood character of the surrounding municipalities.
885	Knight, Robert Office of the Town Historian, Town of Clarkstown	27-Oct-11	Letter	I am presenting this information today as the Town Historian for the Town of Clarkstown, in Rockland County, NY. The New York State Thruway (I-287, I-87) passes directly through our township, located between the Villages of Spring Valley and Nyack, both of which are partially located with Clarkstown. Clarkstown contains many historical landmark buildings and sites, many of which are designated on the Town of Clarkstown, New York State and/or Federal Registers of Historic Sites. It appears that three of these sites would or might be directly affected by any proposed widening of the Thruway right-of-way through our town. I have communicated this concern several times at previous scoping sessions, public hearings and other forums, and am merely reinforcing that position today. The three sites are briefly described herein. I can provide expanded descriptions, photographs, written histories, maps and other documentation to whomever might require same at any time. Merely contact me and I will be happy to provide same, and/or any other information that may be desired.
886	Knight, Robert Office of the Town Historian, Town of Clarkstown	27-Oct-11	Letter	A. Memorial Monument to the Brinks armored car robbery. Two Nyack policemen were murdered at this incident some 30 years ago. The tributary monument to them is located at the southbound entrance ramp to the Thruway at interchange 11, located at the intersection of Mountainview Avenue and the Thruway in the hamlet of Central Nyack. It is about 200-300 feet north of Route 59. Any widening of the highway at this point, or change to the existing interchange, could eliminate or jeopardize this monument, which is eternally lit and maintained 24/7 by local police officials.
887	Knight, Robert Office of the Town Historian, Town of Clarkstown	27-Oct-11	Letter	B. Nyack Rural Cemetery. This very large, old and abandoned cemetery is located between NYS Route 59 and the NYS Thruway in the hamlet of Central Nyack. It contains the graves of member of the earliest families settling in the Nyack area in the 17th and 18th centuries. Currently abandoned, it is not maintained and is severely overgrown with trees and underbrush, and is virtually invisible to the naked eye or to the passerby on either 59 or I-87-287. Any widening of the thruway where it goes through the Central Nyack rock cut could seriously impact this endangered burial ground, and would require extensive (and expensive) mitigation.
888	Knight, Robert Office of the Town Historian, Town of Clarkstown	27-Oct-11	Letter	C. West Nyack Historic District. This district, officially created and maintained by the Town of Clarkstown, lies on the east and west sides of Strawtown Road in the hamlet of West Nyack, extending north from the Route 59 overpass to the intersection of Strawtown Road, Germonds Road and Old Mill Road, known locally as Kretschmer's Corner. Dozens of historic structures and sites, dating from 1700 through 1900, exist within this district, which is bisected by an overpass carrying 1-87, 287 through the hamlet. On three of the four corners of the intersection of Strawtown Road and 1-87 are intact historical buildings, all of which would be endangered by any widening of the Thruway at this point. They include the Clarkstown Reformed Church, founded in 1750, its original Manse across the street, dating to the early 19th century; and an 18th century mansion since converted to a church (Church of Christ).
889	Knight, Robert Office of the Town Historian, Town of Clarkstown	27-Oct-11	Letter	Sketches of the three sites, A, B & C, are attached. They are not drawn to scale and are merely approximate, but should give you a good idea of their location, and their closeness to the Thruway and thus their vulnerability to any widening of the existing right-of-way. If I can provide any additional information, lead a tour or otherwise be of assistance to you and your consultants, please do not hesitate to contact me at any time.
890	Knight, Robert Town of Clarkstown	27-Oct-11	Oral Testimony	I have to give kudos to the NYSTA because I've been assured ever since the first meeting, which was many years ago, that where these sensitive sites are, that they were not going to widen them. And not that I don't necessarily believe what I'm told, but I keep coming back every year just to make sure that nothing was changed when I wasn't looking. And it hasn't.
891	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	Finally, our Town task force was formed to make sure the concerns of our residents would be addressed; concerns with the protection of our historic district in West Nyack,
892	Wilson, David Bike Walk Alliance of Westchester & Putnam and Westchester Cycle Club	18-Nov-11	Letter	The fate of the Gov. Malcolm Wilson Tappan Zee Bridge, which has been deemed eligible for the National Register of Historic Places, must also be considered. Reviewers should study the alternative of keeping the landmark as a park. What would be the cost of maintenance? How does the structure comply with guidelines for parkland? Reviewers should also compare the impact of keeping the Wilson TZ to tearing it down, and the environmental impact of dismantling it.
893	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	We who live in Westchester County see the congestion and the pollution that comes from the cars and the trucks crossing the bridge. We want to cut down on the number of vehicles, not allow more vehicles to come across faster and then sit in traffic in our communities.
894	Altieri, Vincent On behalf of Rockland County Executive Scott Vanderhoef	27-Oct-11	Oral Testimony	We must not ignore that Rockland County is currently in a nonattainment zone for ozone. As proposed, this replacement bridge will not improve air quality. This corridor cannot wait for transit, which may be another 20 years from now. This corridor is ready to be served by an east-west bus lane that meets all the goals of the project.
895	Brady-Amoon, Joseph K.	27-Oct-11	Oral Testimony	While you're at it, actively mitigate the air pollution you put in the local communities. With the pollution coming off the bridge and on the hills with the trucks, with the idling of traffic, with the traffic jams, traffic jams on the local streets for people who attempt to bypass the congestion around Nyack. Take active measures to fix the problems you created with the first bridge, and with the increased capacity of the new bridge at this time.
896	Brown, Tracy	25-Oct-11	Oral Testimony	I also am concerned about adding additional car capacity and how that's going to effect air quality.
897	Feroe, Peter	25-Oct-11	Letter	Again, it is hard to believe that the new crossing will not have any impact on traffic volumes and subsequently on air quality. The EIS should evaluate the impacts of what has to be an increase in traffic volume on regional air quality - not just on air quality of the communities situated at the approaches of the bridge.
898	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Air Impacts Both Transportation and General Conformity Determinations should be included in the EIS.
899	Mauskapf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	In addition to alleviating congestion to a far greater extent for a much longer time than simply adding one automobile travel lane, the inclusion of public transit would reduce greenhouse gas and other harmful air pollution from the growing volume of private vehicles. Most of the Hudson Valley is already a nonattainment area for particulate matter air pollutants, meaning its air quality is already considered impaired beyond the thresholds set in the Clean Air Act.7 The current plan only ensures that more cars will be on the road for the foreseeable future will only add to this environmental stain.
900	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	MOVES2010a is EPA's approved on-road motor vehicle emissions model and should be used for assessing all criteria air pollutant, air toxics, and greenhouse gas impacts of the project.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
901	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	If a PM2.5 "hot-spot" analysis is required per 40 CFR 90.123(b), and the State chooses to perform a quantitative analysis, the analysis must be completed in accordance with EPA's Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas. Note that a quantitative analysis is not required until after December 20, 2012, but project sponsors may choose to perform a quantitative analysis prior to that date in lieu of a qualitative analysis. Given the size and scope of this project EPA strongly recommends that a quantitative hot-spot analysis be completed if such an analysis is deemed necessary.
902	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	Any other microscale analysis completed for NEPA purposes should also follow the aforementioned EPA guidance.
903	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The draft EIS should clearly indicate the project's inclusion in the appropriate transportation improvement program and long range transportation plan per EPA's Transportation Conformity Rule. Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP).
904	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The EIS should also investigate the potential for pollution prevention techniques beyond reducing construction emissions. These would include, but not be limited to, energy efficient lighting and environmentally preferred purchasing. We have enclosed a list of EPA's Greening Recommendations for your use. [Documents were attached for reference]
905	O'Brien, Joseph On behalf of Congressman Eliot Engel	27-Oct-11	Oral Testimony	Also, the 17th District in the Lower Hudson Valley already have a high number of children with asthma. The environmental review must examine ways to decrease the air pollution as well as mitigate traffic in the surrounding neighborhoods during and after construction of the bridge.
906	O'Brien, Joseph On behalf of Congressman Eliot Engel	25-Oct-11	Oral Testimony	Also, there is the issue of asthma amongst the children of the Lower Hudson Valley. The environmental review must examine ways to decrease air pollution as well as mitigate traffic in the surrounding neighborhoods during and after construction of the new bridge.
907	Rogers, Lorraine	27-Oct-11	Oral Testimony	Meanwhile we're left with the poor health standards, a lot of people that are dealing with COPD, with things such as asthma, children with a lot of asthma. I myself am a brain tumor survivor, and I'm really concerned about what we're doing to our population.
908	Saunders, Alex	25-Oct-11	Oral Testimony	Two, air pollution. Over two thousand people a year die prematurely due to traffic air pollution; primarily trucks, truck on train. If instituted, when this process started would have already saved over twenty thousand lives.
909	Seiler, Roger Chairman, Zoning Board of Appeals of South Nyack	27-Oct-11	Oral Testimony	The air pollution and the soot that comes off that highway now is absolutely phenomenal. We live about 200 feet above the approach and back from it about a quarter or half a mile. And every week we go out with a rag and wipe the soot off the balustrade of our deck. And it's just amazing. And we are breathing that stuff.
910	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	The air quality section is significantly lacking. The EIS Methodology Report for the Old Project included a five page description of the air quality analysis that would be done in the EIS, the New Project Scoping Packet's description is only a short paragraph. The Old Project was going to study microscale impacts, a five county mesoscale impact and transportation conformity as required by the Clean Air Act amongst a host of other details. (EIS Methodology Report pg. 14-1 14-5). The New Project's Scoping Packet mentions none of these things. This type of thorough analysis is critical not only because both counties are non-attainment for PM 2.5 and moderate attainment for 8-hour ozone, but also because so many roads in the corridor are predicted to have greatly increased congestion in the communities surrounding the corridor. (See Alternatives Analysis Report 2006, pg. 4-18, 4-21). The Old Project's EIS Methodology Report also stated "It is also likely that due to improved highway operation and (for 2047 Build conditions) expanded transit uses, overall annual energy use would be less than under future No Build conditions." (See EIS Methodology Report pg. 16-1). The New Project represents the Old Project's No Build Condition, so it is reasonable to believe that the feasible alternative of including public transportation in the New Project should be studied because less energy use would also likely lead to less air quality impacts. Accordingly, a much more detailed analysis of air quality that includes public transportation much like the analysis described in the Old Project's EIS Methodology Report - must be done in the New Project's EIS and the Scoping Packet must be amended to describe that analysis.
911	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	<ul style="list-style-type: none"> Rockland County is currently in non-attainment for ozone. As proposed, this replacement bridge will not improve air quality. This corridor cannot wait for transit, which may be another 20 years. This corridor is ready to be served by an east/west bus lane. Explain how this project will meet the requirements for attainment in this corridor. This project, as proposed, will not improve mobility or reduce the number of SOV's in the corridor. This concern must be addressed. The EIS must provide updated Origin and Destination figures and should identify growth for the region and travel estimates for this corridor. There must be discussion of how to reduce the use of SOV's and how transit options can reduce congestion in the 1-287 corridor.
912	Weisel, Tori Irving Neighborhood Preservation	25-Oct-11	Oral Testimony	We're already worried about asthma with the traffic. And certainly without bus rapid transit or any mass transportation, these extra lanes will bring in extra traffic so we'll have more pollution.
913	Baum, Marvin Mountain View Condominiums	27-Oct-11	Oral Testimony	Noise reduction. At Mountain View Condominiums, we hear the Thruway. Even though we're quite some distance away, a quarter mile or whatever up the road, we get a lot of noise. A lot of people who live near the Thruway get noise. The structure of the bridge itself should be designed in a way that will minimize the amount of noise that is generated, including like if you have concrete versus tar, tar is a much quieter surface. There are other way that you can do things to reduce noise structurally as well as from the road surface, and I would strongly urge you to consider noise as an issue for the bridge as well as longer term through the Thruway corridor.
914	Fulmor, K.	27-Oct-11	Comment Form	I am concerned about the increased noise level. The approach to TZ Bridge is in my front yard. In fact, the first time NYS took our land and we moved the house a little up the hill. The 287 analysis of noise and traffic way underestimated what did finally happen. I cannot speak in a normal voice outside. I have noise reducing windows but when the trucks apply their jake brakes we can no longer hear the speaker or TV until truck is done. If the curve is made sharper please consider the impact this will have to noise pollution in the area.
915	Goldberg, Alice	14-Nov-11	Letter	POST-BUILD ISSUES - How will these issues be mitigated or compensated?...NOISE POLLUTION - Noise pollution as result of massive traffic and trucks passing directly next to or over Quay property.
916	Gross, Fred	25-Oct-11	Oral Testimony	My comments deal with not only the current bridge but the proposal for any new structure spanning the river, and has to deal with noise pollution, and my solution for it can be implemented on both the existing and new structure, and it's termed a Jake Brake Free Bridge. Jake Brake Free Bridge. The term comes from Jacob's Brake, and that's a mechanism that truckers use to slow their trucks down while not using any fuel. And there are other bridges in this country are termed Jake Brake Free Bridges, and that would certainly reduce the tremendous noise pollution that these brakes on large trucks produce, and as I said, it can be implemented right now on the current bridge, and certainly they should consider it for any future span.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
917	Johnson, Rod	15-Nov-11	E-mail	Scope Section 3-4-9 NOISE AND VIBRATION states that "While the project would not result in any substantive changes to traffic patterns or volumes, the change in the bridge alignment may affect ambient noise levels at sensitive receptors in close proximity to the bridge approaches." The existing ambient noise level generated from bridge traffic has an EXISTING, SIGNIFICANT ADVERSE AND DAMAGING IMPACT to the environmental and the character of all the nearby residential neighborhoods. Noise from the bridge is even the dominant and intrusive sound far up the hillside on Clausland Mountain in Rockland County. Scope Section 3-4-9 NOISE AND VIBRATION should include an analysis of noise reduction and mitigation of existing, ambient noise levels. This should include changes and improvements to road pavement materials, sound barrier/absorption/deflection panels, etc. The EIS should also study reduction of heightened noise levels generated from traffic on wet roadways.
918	Kitay, Yosaif	27-Oct-11	Oral Testimony	We live on a quiet street, Gilman Terrace in Chestnut Ridge. We're less than a hundred feet after the thruway, we hear noises from the traffic all the time. And we are requesting, myself and my neighbors, would all like to have a sound barrier. This is on the Thruway -- located on the Thruway right before the Spring Valley toll plaza, it's between exit 14 and 14B. Going westbound, it's before the toll plaza.
919	Peralta, Jacqueline	7-Nov-11	E-mail	As it stands now, the noise and shaking from the highway is severe, we don't even have a sound barrier wall to help us, to protect us. You also need to consider building a sound barrier wall on the south side of the landing of the bridge in Nyack.
920	Peralta, Jacqueline	7-Nov-11	E-mail	As it stands now, the noise and shaking from the highway is severe, we don't even have a sound barrier wall to help us, to protect us. You also need to consider building a sound barrier wall on the south side of the landing of the bridge in Nyack.
921	Peralta, Jacqueline	9-Nov-11	Comment Form	As it stands now, the noise and shaking from the highway is severe, we don't even have a sound barrier wall to help us, to protect us. You also need to consider building a sound barrier wall on the south side of the landing of the bridge in Nyack.
922	Strasser, Alfred	25-Oct-11	Oral Testimony	Noise and air quality concerns related to increased traffic
923	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The Project Is Inconsistent with the Executive Order Requiring New York State Reduction in Greenhouse Gases of 80% by 2050. A. Only accommodating low-occupancy vehicles ignores the intent of Executive Order No. 24 By Executive Order, on August 6, 2009, Governor David Paterson declared, in part, that, "New York...should work collaboratively with the federal government to develop and implement plans and policies that will achieve reductions in greenhouse gas emissions in the United States..."7 The aim is to reduce greenhouse gas emissions in the State of New York by 80% from 1990 levels by 2050. To reach this goal, the Order creates a Climate Action Council (on which the Commissioner of the NYSDOT ["NYSDOT"] sits) that is responsible for developing a Climate Action Plan. As part of their duties, the Council is to "identify and assess short-term and long-term actions to reduce greenhouse gas emissions and adapt to climate change across all economic sectors, including industry, transportation, agriculture, building construction and energy production..." (emphasis added). Since the Commissioner of NYSDOT sits on the Council, it would work against the Commissioner's obligations to the Council to approve a project that does not provide for mass transit. If New York State is to attain its greenhouse gas reduction goal by 2050, transportation projects must consider ways of reducing the use of low-occupancy vehicles and expanding mass transit options. This is especially true given the importance of the Tappan Zee Bridge to regional and national transportation networks and economies. The current proposal of an 8-lane bridge for automobiles without inclusion of any mass transit options is clearly inconsistent with the goals enumerated in Executive Order No. 24. B. Greenhouse Gas Emissions from the demolition and construction process should also be considered. The Scoping Documents lack any reference to the greenhouse gas emissions that could emanate from the demolition of the old bridge and the construction of a new one. The project will no doubt require the transportation of building materials, as well as rubble to and from the site. The Scoping Documents make no mention of the intensity of this operation, nor its effect on the surrounding environment and localities, which will have to bear the burden of dealing with increased traffic from construction and demolition vehicles. Riverkeeper therefore requests that the involved agencies consider the levels of greenhouse gas emissions that would likely result from all stages of the project.
924	Feiner, Paul Town Supervisor, Town of Greenburgh	31-Oct-11	Letter	A few years ago I suggested that wind turbines be placed on the new Tappan Zee Bridge when the bridge is built. The suggestion was made after Mayor Bloomberg made a similar suggestion for bridges in New York City. Unfortunately, the suggestion was ridiculed. However, I continue to believe that the bridge for the future should make a statement to motorists - highlighting the importance of conserving energy, going green, and using solar/wind power. I saw the enclosed illustration of a wind turbine on a bridge (there was a competition in Italy) and hope that the new bridge that we build could become special. Placing an attractive wind turbine/solar energy on the new Tappan lee Bridge would help make the project more exciting, would generate savings to the public (because wind power produces inexpensive kilowatts) and would make our new bridge a destination point for tourists to visit. It could also help our local economy. People who visit our bridge will also shop in our local stores. [Article was attached]
925	Feroe, Peter	25-Oct-11	Letter	The EIS should consider not only the energy costs of future vehicle operations, but also the potential savings in energy associated with providing for transit on the new crossing.
926	Feroe, Peter	25-Oct-11	Letter	The EIS should discuss the macro-level impacts of the decision to exclude transit from this crossing on energy consumption and climate change. Several studies, including a recent study by the NY Metropolitan Transportation Authority (MTA), have quantified the benefit to regional greenhouse gas emissions of a transit system. The EIS should, at a minimum, discuss the 'opportunity cost' of not including a transit system in the current project. Better yet, it should evaluate the impacts of the alternative to provide for BRT service on the new crossing.
927	Feroe, Peter	25-Oct-11	Letter	The EIS should discuss the energy and GHG impacts associated with future land uses that will be encouraged as a result of this project. Specifically, a comparison of the impacts of land-uses that would be encouraged with the inclusion of transit should be included so that it can be compared with the impacts of a 'cars-only' crossing.
928	Feroe, Peter	25-Oct-11	Letter	When discussing the mitigation measures for the energy and GHG impacts of the project, the EIS should consider transit as the mitigation. Transit has energy and GHG benefits that accrue to the entire region through a mode-shift to more efficient forms of transportation, a reduction in congestion, and the facilitation of energy conserving land-use patterns.
929	Levine, Bruce	27-Oct-11	Oral Testimony	You should be looking at the potential impacts of global warming on the river level where you're going to have this bridge; also, any change that might exist to the estuary. As you know, there's a certain pool of salt water that goes up I think past this area. But you should at least be looking at that and factoring that in as an environmental piece.
930	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	d) The review must also take a hard look at the marginal environmental benefits, in particular those related to energy consumption and greenhouse gas emissions, derived from the reuse of the materials and reduced demolition activities, were a rehabilitated bridge to replace the new southern structure.
931	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 3-4-10 Energy and Climate: As noted in the Old Project's EIS Methodology Report, "The State Energy Plan, adopted in 2002, calls for the state's transportation sector to be more energy efficient and sets goals for reducing consumption. Accordingly, the potential energy effects associated with the proposed action are compared to taking no action (the No-Build alternative)." (See EIS Methodology Report pg. 16-1). Unfortunately, the New Project is the No-Build alternative for the Old Project so it appears that there is no way that the New Project can meet the State Energy Plan's requirement. The EIS must study what impact public transportation alternatives would have on energy efficiency and consumption reduction in order to meet this requirement and meet the requirements of NEPA and SEQRA.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
932	Bosco, Philip New York Thruway Stakeholders Committee: Land Use.	27-Oct-11	Oral Testimony	And West Nyack on Route 59, which is the Official Emergency Evacuation Route for Rockland County, it's under water on many occasions. The flooding is ongoing. There's a bridge project there now which does not address the flooding. And what I would suggest is the state look at possibly a little short viaduct in that area with ramps off to the business on the side so we would be able to keep the emergency evacuation going.
933	Bosco, Philip New York Thruway Stakeholders Committee: Land Use.	27-Oct-11	Oral Testimony	And West Nyack on Route 59, which is the Official Emergency Evacuation Route for Rockland County, it's under water on many occasions. The flooding is ongoing. There's a bridge project there now which does not address the flooding. And what I would suggest is the state look at possibly a little short viaduct in that area with ramps off to the business on the side so we would be able to keep the emergency evacuation going.
934	Bosco, Philip New York Thruway Stakeholders Committee: Land Use.	27-Oct-11	Oral Testimony	The final point would be the double bridge across the PIP along the Hackensack River Basin, which is another bottleneck.
935	Cohen, Roger S.	14-Oct-11	E-mail	2) Correction to the flooding east down Main Street in Nyack, NY, from the NYS Thruway. The installation of the NY State Thruway was a partial cause of the current flooding down Main Street in Nyack, NY.
936	Johnson, Rod	15-Nov-11	E-mail	1. Scope Section 3-4-12 WATER RESOURCES and 3-4-13 ECOLOGY should include an analysis of how the project will impact or change the flow and velocity of river currents and rates of sedimentation that occur in the broader Tappan Zee riverine basin. Piermont has a large waterfront community with approximately 400 boats in 4 marinas. The depth of the water in the Tappan Zee in the area between the existing Tappan Zee bridge and the Piermont Pier is as shallow as three feet. It is local knowledge of the boating and fishing community in Piermont that the construction of the Tappan Zee Bridge in the 1950's accelerated the rate of sediments being deposited on the river bottom and hastened the shallow water obstructions to boating. This may have been caused by the disturbance and slowing of river currents as a result of the innumerable pilings and piers placed in the river as the foundation of the bridge. It might be anticipated that the removal of the old pilings and construction of a new bridge with far fewer bridge piers would reduce the rate of sedimentation and fill in the river's shallow areas. The EIS consultants are reminded that the Hudson River is tidal and the river currents flow in both a northerly and southerly direction. The sedimentation issue applies to the a river areas both north and south of the bridge.
937	Johnson, Rod	15-Nov-11	E-mail	The scope should recognize that the Hudson River is a designated American Heritage River, under American Heritage Rivers Protection Program Executive Order, Number 13061 dated September 11, 1997.
938	Kilerciyan, Suren	25-Oct-11	Oral Testimony	Now our concern about the bridge is the siltation of the road which makes it almost impossible or harder for the boats to get out of the bay area and to middle of the river or the ocean. When they built the original bridge, we had some since then, I've already dredged my marina. I'd like to know what kind of effect this second bridge is going to cost to Piermont area...
939	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	...concerns with the drainage impacts.
940	Lipscomb, John	27-Oct-11	Oral Testimony	A bigger bridge and the bigger Thruway which will most surely follow is a sprawl incentive. And as a person working for the Hudson River, you have to understand that sprawl is the biggest environmental threat to the waters in our region. Orange County, we're working with Orange County on stream assessments. All the streams in Orange County, all the streams in Rockland County are impacted. The life is not in those streams as it was.
941	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	River Silting - The Village depends on clear access to its marinas. The Village Board has received comments about the build-up of silt along our shoreline since the construction of the existing bridge 60 years ago. This build-up of silt has made the approach channels shallower and limited the ease of access to our marinas. Larger vessels that used to be able to access our marinas have left for other locations due to the insufficient depth. We need to be reassured that the construction of the new spans does not increase siltation down river from the bridge, further adding to an existing problem in the Village. We would hope hydrologic studies have been performed or accessed from experts (such as Columbia University LDEO) to adapt the final design to perhaps reverse the existing silting condition. This issue has tremendous economic impact to the Village of Piermont and its business community.
942	Zebrowski, Kenneth P. New York State Assembly	15-Nov-11	E-mail	My constituents in the West Nyack area have experienced tremendous flooding over the past several years. This area, which is along the Hackensack River, is upstream from the proposed project. Over the past decade or more, numerous projects have altered the terrain of this region and increased impervious surfaces. These projects seem to have exacerbated flooding conditions. I am concerned that this current project, or future work to the corridor, will once again alter the landscape in a way that exacerbates flooding for my constituents. I would ask that the DOT E654partner with the DEC, Army Corps of Engineers, EPA and any other relevant agency to do a comprehensive study of this area so that the project helps, rather than hurts this flooding.
943	Zebrowski, Kenneth P. New York State Assembly	27-Oct-11	Oral Testimony	I would just say that we've had a host of flooding concerns in the region, specifically in my District in the West Nyack area. Obviously this type of project involves major, major construction, perhaps a lot more impervious surface, structures that weren't there, moving of land mass. I would ask that the DEC get involved and do a major study as this is going on for what type of consequences that could mean to areas that are already seeing flooding. I would ask that that interagency cooperation be seen throughout the process.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
944	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	<p>ESA Section 7 Consultation -- Section 7(a)(2) of the ESA, states that each Federal agency shall, in consultation with the Secretary, insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. Any discretionary federal action that may affect a listed species must undergo Section 7 consultation. As the lead Federal agency for the Tappan Zee Bridge replacement project, the FHWA should initiate consultation with NMFS on the effects of the proposed action on NMFS listed species. It is NMFS understanding that the FHWA will be providing NMFS with a draft Biological Assessment regarding effects of the bridge replacement project on December 15, 2011 FHWA will then provide NMFS with a final BA and request for formal consultation on January 19, 2011. By statute, NMFS has 135 days to produce a Biological Opinion (Opinion) from the time we have received all information necessary to complete consultation; however, given the expedited nature of this project, we understand that FHWA will be requesting a final Opinion by July 1, 2011. Our ability to provide a final Opinion on this schedule is contingent on the BA providing NMFS will all information necessary to complete our consultation. The BA must include a thorough and complete analysis of all direct and indirect effects of the proposed action on NMFS listed species. Please note that if the proposed action includes ocean disposal of dredged material, the BA must consider effects of this aspect of the project on listed species, including listed whales and sea turtles. Species that would need to be considered include North Atlantic right, humpback and fin whales, Kemps ridley, green and leatherback sea turtles and the Northwest Atlantic DPS of loggerhead sea turtles.</p> <p>One area of concern regarding the ESA consultation is the incorporation of information from the pile driving demonstration project, scheduled to begin in February 2012. The BA provided to NMFS must provide an analysis of the acoustic impacts of pile driving on sturgeon. It is our understanding that this analysis will be based on modeling. It is imperative that FHV/A be prepared to provide NMFS with information obtained during the pile driving demonstration project as soon as it is available. We believe that use of site specific data is appropriate when this data is available and look forward to analyzing effects of acoustic impacts as measured at the project site. However, if the information obtained during the demonstration projects is significantly different than the modeled results, the receipt of this information during the consultation period has the potential to delay our completion of the final Opinion as it may cause us to undertake significant work to rewrite the effects analysis and reconsider potential minimization and monitoring measures. We encourage FHV/A to work with us to develop a protocol for reporting data obtained during the demonstration project. As noted above, five DPSs of Atlantic sturgeon are currently proposed for listing. The listing status of these DPSs is likely to change in the near future. We are committed to providing you with the most up to date information on the status of these DPSs and if there is any change in the status we will inform you as soon as possible. The status of the species at the time of the initiation of section 7 consultation will determine whether we conduct a consultation or conference on the effects of the proposed action on Atlantic sturgeon</p>
945	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	<p>The Magnuson-Stevens Fishery Conservation and Management Act (MSA) and the Fish and Wildlife Coordination Act (FWCA) require Federal agencies to consult with one another on projects such as this. Insofar as a project involves EFH, as this project does, this process is guided by the requirements of our EFH regulation at 50 CFR 600.905, which mandates the preparation of EFH Assessments and generally outlines each agency's obligations in this consultation procedure. These consultations are required regarding any action or proposed action that is authorized, funded or undertaken by a federal agency that may adversely affect EFH identified under the MSA. The EFH regulations, 50 CFR Section 600.920(e)(3), enable us to complete our coordination using existing consultation/environmental review procedures to satisfy the MSA consultation requirements provided that those procedures provide us with timely notification of actions that may adversely affect EFH and the notification includes an assessment of impacts of the proposed action as discussed in section 600.920(9) of the MSA. We require that the level of detail in the EFH Assessment will be commensurate with the level of threat to EFH. In this situation, an expanded EFH assessment will be necessary. This assessment must include: 1) a detailed description of the proposed action; 2) an analysis of individual and cumulative effects of the action on EFH, the managed species, and associated species such as major prey species, including affected life history stages; 3) your views regarding the direct, indirect and cumulative effects on EFH; and 4) a discussion of proposed mitigation. I suggest that you contact my staff at your earliest convenience to begin scoping out the issues that must be addressed in the EFH assessment and to identify any other E647 information needs that they anticipate must be addressed before we provide EFH conservation recommendations and FWCA comments. I am taking this opportunity to inform you that we expect you to incorporate a summary of your acoustic effects findings from the piling demonstration project in your EFH assessment. Upon review of your EFH assessment, my staff will develop EFH conservation recommendations as part of our comments on the final EIS. Under section 305(b)(4)(B) of the MSA, you are required to furnish us with a written response within 30 calendar days after receiving our conservation recommendations. If you are unable to respond fully within 30 days, you may send a preliminary response stating that you have received our recommendations, and will consider them fully, but have not yet made a decision on the project. When you are able to respond to us in detail, you must wait at least 10 calendar days before taking a final action on this project to allow time for dispute resolution if that is necessary. Your response must include a description of measures that you will ensure are implemented to avoid, mitigate, or offset the impact of the activity on EFH, as required by section 305(b)(4)(B) of the MSFCMA and 50 CFR 600.920(l). Should your response be inconsistent with our conservation recommendations, you must explain your reasons for not following the recommendations, including the scientific justification for any disagreements you may have with us over the anticipated effects of the action or the measures needed to avoid, minimize, mitigate, or offset such effects. The MSA implementing regulations include a dispute resolution clause at 50 CFR 600.920(x2) which allows the NOAA Assistant Administrator for Fisheries to request a meeting with the head of the lead consulting agency to discuss the proposed action and opportunities for resolving any disagreements. Prior to requesting executive level involvement, we would attempt to resolve any such issues at the staff level. Since there are important overlaps in habitat uses among aquatic resources that are administered at the state and federal levels, we encourage you to integrate any FV/CA issues with your EFH assessment by including them in a separate chapter or appendix. For instance, you may wish to include information concerning habitat use in the Tappan Zee corridor by striped bass, white perch, American eel, American shad or river herring. While these fishes are not federally managed by the regional fishery management councils, they are important NOAA trust living marine resources, and are managed by the states and the Atlantic States Marine Fisheries Commission. Their protection will factor significantly in our environmental advice. We find that the EFH assessment format provides a convenient structure for communicating about project impacts and the potential for adverse effects on the environment and the health of the ecosystem. The assessment should</p>
946	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	<p>With respect to the construction of the new bridges, environmental review should consider dredging and filling, the storage and disposal of fill materials, and possible leaching effects on the benthic marine environment. The agencies should thoroughly discuss the coordination of the proposed two bridges with respect to the demolition, if any, of the existing bridge. The river flows have created underwater ridges and trenches which created a habitat for various Hudson River species. The level of disruption of this ecosystem must be considered. Environmental impacts might result from contaminants that are re-released into the Hudson, including Polychlorinated Biphenyls (PCBs) and other materials which may have leached from the nearby General Motors facility in Tarrytown. Throughout the dredging process, along with the renewed exposure of the ecosystem to contaminants, sediment will also be disrupted, thereby affecting the surrounding ecosystems. More importantly, the DEIS should consider the effects on the fisheries and species propagation. The Hudson River is critical habitat for federally listed endangered Shortnose Sturgeon, 30 and Atlantic Sturgeon - a "candidate species" for listing under the Endangered Species Act, and currently a Species of Concern under the National Atmospheric and Oceanic Administration.³¹ This is in addition to other fish populations which are in decline, such as the American Shad.³² The impacts on the Shortnose Sturgeon and their "critical habitat" would trigger Endangered Species Act³³ issues, in addition to its inclusion in the EIS analysis, along with the effects of the project on the other declining fish species.</p>
947	Johnson, Rod	15-Nov-11	E-mail	<p>The Study Area identified and 3-3-3 ASSESSMENT METHODOLOGY AND IMPACT CRITERIA and the Affected area in Section 3-4-12 WATER RESOURCES and 3-4-13 ECOLOGY should be expanded to include the entire broader Tappan Zee riverine basin.</p>
948	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	<p>Migratory Bird Impacts - EIS should include discussion of endangered migratory birds such as Bald and Golden Eagles which may transit through or occupy</p>

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
949	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Potential Effects of the Bridge Project. The "design-build" scenario presents challenges for developing an EIS due to the lack of specific design objectives. This limits us from offering definitive recommendations at this time because we must consider the spectrum of potential effects that would result from using a broad range of construction equipment and an unconstrained list of potential contingencies. However, the information we provide does give you the scope of living resources protections that should be integrated into the EIS, the EFH assessment, the Biological Assessment (BA) and solicited design-build construction proposals. We have identified several general categories of likely impacts that must be considered in the EIS. As the project plans become more clearly defined and more project specific information becomes available, we will be proactive and provide focused advice and will likely offer additional comments or refined conservation measures.
950	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA's National Marine Fisheries Service (NMFS) has reviewed the scoping materials provided with your October 17 ,2011, letter announcing the preparation of an Environmental Impact Statement (EIS) for the Tappan Zee Bridge replacement project. The lead Federal agency for the development of the EIS is the US FHWA (FHWA). Our comments provide FHWA and the NYSDOT (NYDOT) with information on NOAA trust resources in the project area and highlight potential impacts of the proposed action on these resources. We also, where appropriate, provide potential mitigation measures, including time of year restrictions, which could be implemented to minimize effects of the proposed action on aquatic resources, including listed species. Additionally, we provide information on our statutory authorities and the coordination and consultation procedures that we expect to be implemented for this project.
951	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA Trust Resources in the Project Area -- Species Listed under the ESA -- Shortnose sturgeon are listed as endangered under the Endangered Species Act of 1973, as amended (ESA). The species is listed as one unit throughout its range with populations occurring in several rivers along the Atlantic coast. In the Hudson River, shortnose sturgeon range from New York Harbor to the Troy Dam. The most recent population estimate indicates that there are approximately 56,000 adult shortnose sturgeon in the Hudson River population (Bain et al.,2000). Individual shortnose sturgeon are likely to occur in the project area year round while migrating between concentration areas, located both upstream and downstream of the project area. While in the project area, individual shortnose sturgeon are likely to be migrating and opportunistically foraging. Shortnose sturgeon are typically found in the deep channel but can also be found in the shallows, particularly if suitable forage is present (aquatic vegetation, benthic invertebrates, shellfish). Based on the distance from the spawning grounds, no spawning adults, eggs or larvae are likely to occur in the project area. However, any spawning adults that overwinter in the lowermost reach of the Hudson River (i.e., downstream of the project area) would pass through the project area in early April when moving to the upstream spawning grounds. The following references provide information on the Hudson River population of shortnose sturgeon and should be considered in the development of the EIS: Bain 1997, Bain et al. 1998, 2000 and 2007, Dadswell et al. 1984, Dovel et al. 1978,1979,1981, and 1992, Geoghegan et al. 1992, NMFS 1998, Woodland 2005, and Woodland and Secor 2007.
952	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA Trust Resources in the Project Area...Species Proposed for Listing under the ESA -- In October 2010, we published two proposed rules to list 5 distinct population segments (DPS) of Atlantic sturgeon (75 FR 61872;75 FR 61904). The marine range for Atlantic sturgeon originating from all 5 DPSs extends from Labrador, Canada to Cape Canaveral, Florida. Juvenile and adult Atlantic sturgeon participate in coastal migrations and mix in non-natal estuaries. In addition to Atlantic sturgeon originating from the Hudson River, Atlantic sturgeon from any of the 5 DPSs could be present in the project area. Similar to shortnose sturgeon, individual Atlantic sturgeon could be present in the project area year round. Given the distance to the upstream spawning grounds, no spawning or early life stages (eggs or larvae) are likely to occur in the project area. However, spawning adults would pass through the project area between May and August when moving to the upstream spawning grounds. The following references provide general information on Atlantic sturgeon and the use of the Hudson River by Atlantic sturgeon: ASRRT 2007, Bain 1997, Bain et al.2000, Peterson et al. 2000, Smith et al. 1980. In addition to being present in the Hudson River portion of the project area, Atlantic sturgeon are also likely to be present at any offshore disposal sites.
953	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA Trust Resources in the Project Area...Candidate Species -- Candidate species are those petitioned species that are actively being considered for listing as endangered or threatened under the ESA, as well as those species for which we have initiated an ESA status review that it has announced in the Federal Register. "Candidate" status does not carry any procedural or substantive protections under the ESA. Two candidate species occur in the project area, Alewife (<i>Alosa pseudoharengus</i>) and blueback herring (<i>Alosa aestivalis</i>) were designated as candidate species on November 2,2011. More information can be found in the Federal Register notice that announced this decision (http://www.nmfs.noaa.gov/pr/pdfs/frlfr76-67652.pdf). As the candidate list can change frequently, the following webpage can be referenced for updated information: http://www.nmfs.noaa.gov/pr/species/esa/other.htm . We will provide updated information to you and the project team should there be any change in the status of this species during the development of the EIS.
954	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA Trust Resources in the Project Area...Marine Mammals and Sea Turtles -- All marine mammals are protected under the Marine Mammal Protection Act. We have reviewed the available information on the use of the project area by marine mammals. Occasional seals and dolphins are present in the Hudson River and may migrate through the project area (DiGiovanni 2011). Harbor porpoise may also be occasionally present in the project area (Jackson et al. 2005). However, the project area does not contain any marine mammal concentration areas or seal haul-out areas. These species can be seasonally present at offshore dredge disposal areas, including the HARS. Given the occasional presence of individual marine mammals in the project area, the EIS should discuss the use of the area by marine mammals and consider effects of the project on these species. Large whales, including those listed under the ESA are unlikely to occur in the project area. However, if an ocean disposal site, such as the HARS, is used, the EIS must include an analysis of effects of dredged disposal on these species. Impacts that should be considered include potential for ship strike, exposure to increased suspended sediment and potential effects to forage. Listed sea turtles are not likely to occur in the project area. However, like large whales, listed sea turtle species are likely to occur at ocean disposal sites, such as the HARS. Sea turtle presence in New York coastal waters is seasonal, with individuals most likely to be present between June and October. If an ocean disposal site is used, the EIS must include an analysis of effects of dredged disposal on these species. Impacts that should be considered include potential for ship strike, exposure to increased suspended sediment and potential effects to forage.
955	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	NOAA Trust Resources in the Project Area...EFH and Fishery Resources -- Essential Fish Habitat (EFH) provisions of the Magnuson-Stevens Fishery Management and Conservation Act offer protections to NOAA trust resources that are affected by development activities. The project area is in the lower Hudson River estuary zone) an area that is influenced by strong semi-diurnal tides and moderate salinities. This section of the Hudson River is the core of the estuarine "mixing zone", where fresh water from interior New York collides and comesling with salt water intruding from the Atlantic Ocean. The salt front where the river and salt water meet serves as a critical ecotype which functions as a nutrient and plankton trap, rendering this an especially productive zone in terms of phytoplankton and zooplankton. Flood tides and periods of high fresh water flow drive some of these organisms into the lower estuary, providing critical nutrition opportunities for coastal fishery resources. Plankton that remains in the shallow bays provide a lush forage base for estuarine-dependent and resident fish as well as crustaceans that migrate inshore from lower portions of the Hudson-Raritan estuary south of New York City.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
956	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Considering the accelerated time frame and scoping comment period established for this project, we have limited our description of representative resources of concern to those which occur in the northern section of the lower estuary that is known as the wide bays region, including the Tappan Zee, Haverstraw and Croton Bays. This area is characterized by extensive shallows that are less than 4 meters deep except for the Hudson River federal navigation project, a channel with controlling depths ranging from 10-12 meters. The following sections of this letter describe key species of concern that occur in this habitat. We have attached a table that presents seasonal occurrence of these key resources, including federally listed species, state and federally managed fishery resources, and designated essential fish habitat. This information is intended to assist you in the development of the EIS and the EFH assessment. We will assist in identifying additional resources of concern should the study area be expanded to accommodate evaluation of significant activities outside of the core study area.
957	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	The Tappan Zee reach of the Hudson River supports a wide variety of diadromous fishes, federally and recreationally harvested resources, and abundant forage species. Regular inundation of the river by brackish water, expansive shallows, and a rich watershed create highly favorable conditions for biological activity within the estuary. As noted above, the widened portion of the Hudson River and its associated shallows in and adjacent to the Tappan Zee Bridge support a variety of submergent vegetation, phytoplankton and zooplankton, aquatic invertebrates, and many resident and estuarine-dependent fishes. The species composition and patterns of use are dependent upon seasonal flows in the river which dictate the location of the salt front and the local salinity regime.
958	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Habitat use by aquatic resources in this river reach is complex, and ranges from part-time or seasonal uses by particular life species or life stages to full-time residency. The species most likely to be encountered at any given time include: striped bass (<i>Morone saxatilis</i>), white perch (<i>Morone americana</i>), tomcod (<i>Microgadus tomcod</i>), American shad (<i>Alosa sapidissima</i>) blueback herring (<i>Alosa aestivalis</i>), alewife (<i>Alosa pseudoharengus</i>), menhaden (<i>Brevoortia tyrannus</i>), bay anchovy (<i>Anchoa mitchilli</i>), killifish (<i>Fundulus</i> spp.), American eel (<i>Anguilla rostrata</i>), rainbow smelt (<i>Osmerus mordax</i>), gizzard shad (<i>Dorosoma cepedianum</i>), shiners (e.g., <i>Notropis</i> spp.), fourbeard rockling (<i>Enchelyopus cimbrius</i>), weakfish (<i>Cynoscion regalis</i>), hogchoker (<i>Trinectes maculatus</i>), and blue crabs (<i>Callinectes sapidus</i>). There also is evidence that American oysters (<i>Crassostrea virginica</i>) may be present in the greater Tappan Zee reach, their northern most historical habitat in the Hudson estuary. Stanne and Associates (1996) note that the Tappan Zee reach of the Hudson was a highly productive oyster habitat until as recently as the mid-1950s.
959	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Portions of the project area have been designated as essential fish habitat (EFH) for a variety of species and life stages. Local conditions in the Tappan Zee reach are conducive to some level of stratification between the lighter fresh water and denser salt water. The sharpness of the boundary between the two layers is highly dependent upon the stage of the tidal cycle, the volume of fresh water moving downriver, and other predominantly physical characteristics of the system. Local salinities typically fall in the mesohaline to oligohaline range (lower salinities). While this characteristic excludes many EFH species from the immediate project vicinity, it still is appropriate for certain life stages of at least red hake (<i>Urophycis chuss</i>), winter flounder (<i>Pseudopleuronectes americanus</i>), windowpane (<i>Scophthalmus aquosus</i>), bluefish (<i>Pomatomus saltatrix</i>), summer flounder (<i>Paralichthys dentatus</i>) and scup (<i>Stenotomus chrysops</i>).
960	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	In years when the salt wedge extends further inshore or during periods of especially low flow, local salinities also could be suitable for supporting Atlantic butterfish (<i>Pepilus triacanthus</i>), black sea bass (<i>Centropristis striata</i>), king mackerel (<i>Scomberomorus cavalla</i>), and to a lesser extent, Atlantic mackerel (<i>Scomber scombrus</i>), Spanish mackerel (<i>Scomberomorus maculatus</i>), and cobia (<i>Rachycentron canadum</i>).
961	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	An EFH assessment of impacts and measures to avoid impacts to NOAA trust resources must be performed by the responsible permitting agency. You should complete a comprehensive review of the EFH source documents to determine the full list of species and life stages for which local conditions meet the EFH requirements. If the study area is expanded to include working waterfronts, dredged material placement sites, or similar features further afield, then you must evaluate the EFH source documents to determine which species and life stages have EFH designated in the expanded study area. We consider the local salinity range, ambient water depths, and related physical parameters to be the primary factors for determining local EFH designations.
962	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Operation of the New Bridge. The scoping document provides minimal information on the potential design of the new bridge. The EIS should consider effects of any under-bridge lighting on aquatic resources. The EIS should also consider the toxicity of any paint to be used on the bridge and the discharge of storm water or other pollutants from the bridge and impacts of these discharges on aquatic resources in the project area. The EIS must also consider the loss of benthic resources that will result from the placement of the new bridge piers and any effects of shading on aquatic resources. It is our understanding that in the future, a mass-transit component (e.g., train) may be added to the bridge. However, we also understand that as mass-transit is not reasonably certain to occur, the EIS will not be considering effects of any future installation of mass transit. If, in the future, mass transit is installed at the bridge, additional coordination with NMFS is likely to be necessary.
963	Mauskapf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Other Environmental Concerns. Aside from the consequences of not incorporating mass transit, there are other environmental concerns with the new plan. The existing bridge is 90 feet wide. Planned details of the new project include a double span bridge (4 lanes each way) with a total width of 220 feet. One span is 96 feet wide; the other 82 feet wide a 42 foot gap in the middle – the gap remaining in the unlikely case transit is added later on. Impacts to the aquatic benthic community in the Hudson River from placement of piers, construction, and increased shading must be fully investigated in the EIS and minimized. The permanent benthic habitat modification, the impact of shading on sub-aquatic vegetation, and the temporary impacts of sediment disturbance and increased light and sound from construction on sensitive species in the Hudson River estuary must also be considered.
964	Von Zwehl, Theodore J.	27-Oct-11	Comment Form	Also, the Hudson is not a river, but tidal estuary!
965	Abinanti, Thomas New York State Assembly	25-Oct-11	Oral Testimony	Lastly, I would suggest that since Westchester and Rockland are going to have the most impact and bear the burden of this interstate road through the middle of our two counties, that the businesses and the workers from Westchester and Rockland be given a preference for the construction contracts and the jobs that are created.
966	Bongiorno, Salvatore	25-Oct-11	Comment Form	I trust that the officials, designers, architects, & engineers will construct a bridge employing the latest technology & best construction materials available. The bridge ought to be a structure that residents are proud of.
967	Collozno, Steve Village of South Nyack	27-Oct-11	Oral Testimony	The other comment is regarding the cost of the demolition of the existing bridge. And I believe the public should know how that's being incorporated into the overall costs and why that's going to be removed.
968	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	The scoping document does not provide information on the removal of the existing bridge. Our previous conversations with FHWA indicate that the existing bridge will be dismantled, and that the use of underwater explosives or blasting is not being contemplated. The EIS must include a complete description of the methodology and timing of bridge deconstruction and removal, including details on any in-water work to be used. The bridge should be dismantled in away that minimizes acoustic impacts. We recommend that best management practices be employed during all phases of bridge removal to minimize the potential for debris in the Hudson River. If blasting or underwater explosives will be used, extensive mitigation and minimization measures would need to be employed, including time of year restrictions. The EIS should include a demolition and disposal plan for material generated during bridge demolition. If NYSDOT proposed the deposition of any components of the demolished bridge that are suitable for placement at an established artificial reef in New York or other nearby Middle Atlantic states, these areas and their access routes should be included in the study area.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
969	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	Pile Driving. The scoping materials do not provide sufficient information for us to provide comprehensive comments on pile driving activities or the number, size, location, and installation methodology. As a consequence, we relied on the information provided to us in October 2011 by FHWA. This information was included in a presentation prepared by AECOM entitled "Biological Evaluation Pile Installation Demonstration Project Tappan Zee Hudson River Crossing Project." We expect that you will use data from the demonstration project to inform the EIS, the biological assessment, and EFH assessment.
970	Cusick, Stacey	25-Oct-11	Oral Testimony	We just want to find out and make sure what the regulations will be for noise levels and duration of time that construction will be able to take place, during the hours, will this be round the clock?
971	Cusick, Stacey	25-Oct-11	Oral Testimony	Also we're concerned that history might repeat itself since we are in recession economic times and this plan went from sixteen billion dollars down to five or six. Are we again doing this bridge on the cheap; cheaper materials and compressed time lines. And you know will people look back on this saying, just like the bridge was originally constructed sixty years ago on the cheap because of the Korean War, will this be the bridge that's done during the economic recession and still not solve any problems, and be unsafe for future generations?
972	Durso, Joseph	14-Nov-11	Comment Form	Why don't you build a bridge and have it floated next to the old bridge, like they did to the Willis Avenue Bridge in the Bronx. While you build the pillars to hold the bridge up. I don't think there would be any traffic or problems.
973	Englander, Alan L. A L Sustainability, LLC	11 (attached to €	Letter	Last, but not least, we need to build the replacement TZB with the best materials available and NOT scrimp or "value engineer" in any area. There is an old adage -- we get what we pay for. It is the thought of many that the current bridge was built with less than the best steel, and was then further scaled back on design to meet budget. I echo the ideas of a speaker in West Nyack at the scoping session that asked us to look at a bridge in Europe, (either in Norway, Sweden or Denmark) for a good example as how to build a quality and durable bridge at an affordable cost.
974	Fulmor, K.	27-Oct-11	Comment Form	In what sequence are you replacing S. Broadway Bridge. If taken all at once, how will those of us living on S. Broadway between 9W and S. Broadway Bridge get in and out.
975	Gasperin, Armando	7-Nov-11	Comment Form	Talking to a Arup guy told him the problem with the old bridge is the expansion joints. They were working on the expansion joints twice a year. What do the expansion joints look like. He said we don't have but 2 expansion joints, just a minute in this climate in a building we need 1-2" wide expansion joint every 230 linear feet. Oh he said we just built a bridge in Singapore no expansion joints. I told him that is in Singapore. Must have a structural engineer design expansion joints since this is the weak link for the bridge in this climate
976	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...HEALTH - With the poor air quality, what will the increased health risks be for our residents?
977	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...ACCESS TO QUAY - Constant truck traffic impacting air, sound and traffic pattern potentially making Quay entrance and egress close to impossible.
978	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...MATERIAL STORAGE - Where will all the material be stored?
979	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...AIR QUALITY - Air quality degradation, which will inevitably cause health problems for residents. Negative impacts or risks to seniors, asthmatics, children and pets on the property reacting from air and noise pollution. Everyone knows we are already out of air quality compliance and this will make it even worse - what will the new air quality be and how do you plan to mitigate?
980	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...LOSS OF QUAY AMENITIES - Loss of use of swimming pool and tennis courts due to air and noise pollution. Part of the new bridge will be directly at or over these community amenities. These amenities will be impossible to use during construction and likely after project is completed. Inability for the community to use or rent the clubhouse / Fitness Center constitutes a financial loss to The Quay. How will you mitigate or compensate the loss of value to our community.
981	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...LANDSCAPING / ARBOR - What will be the impact to our greenery on our property. This represents a large part of the value and quality of life in the community.
982	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...EASEMENT - What trucks, cars or people will be using the easement and what is the impact? Where exactly is the easement and what is the value to the project? What will The Quay be paid for this loss of property? Who will have access? How will we be protected from public use of that area invading our private property? Who will absorb the cost of protecting our property?
983	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...NOISE - Noise quality degradation interfering with quality of life and increased health risk - how would you manage the pollution 24 X 7 preventing our residents the basic ability to sleep?
984	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...DESTRUCTION OF ORIGINAL TZ BRIDGE -How will the bridge be brought down? What will the noise and air quality impact be? How will the material be transported out of the area? What damage will it do to the river? Where will debris be stored? What again, is the direct impact to The Quay?
985	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...RE-SALE VALUE - Inability to sell or marked lowering of sales value of Quay units. How will this be measured and compensated?
986	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...TRAFFIC - This project is projected to create thousands of jobs. How will these people get to the worksite? Where will they park? How will the trucks get to and from the site? How much added pollution will result from all these vehicles?
987	Goldberg, Alice	14-Nov-11	Letter	CONSTRUCTION PHASE - 4 TO 5 YEARS...RODENTS - Rodent invasion similar to 287-construction site. What can you do to mitigate this problem?
988	Goldberg, Alice	14-Nov-11	Letter	POST - BUILD ISSUES - How will these issues be mitigated or compensated?...HEALTH RISKS - See above construction phase points.
989	Huff, Adrian Local Union No. 445	27-Oct-11	Letter	Since the down turn in the economy in 2008, 40 percent of our construction sector members have been unemployed. With construction of the new Tappan-Zee, Bridge would be a great economic boost to the area along with needed work for our members.
990	Huff, Adrian Local Union No. 445	27-Oct-11	Letter	One other issue that strikes accord with our Local Union and our members who live in the area is safety. There are numerous accidents, fatalities, daily traffic back ups, not to mention the pollution for the counties of Westchester and Rockland. I hereby respectfully request the construction of the Tappan Zee Bridge.
991	Jaffee, Eilen New York State Assembly	14-Nov-11	Letter	I am writing on behalf of River Rowing Association, Inc.'s (RRA) proposed request to incorporate boathouses at either termini of the subject project. The RRA has been a dynamic presence on the Hudson River in the Tappan Zee area since 2003 and has provided many of my constituents an introduction to rowing and enabled them to develop a passion not only for the teamwork, hard work and athletic achievement that they have accomplished, but a love for this amazing body of water that is the area's greatest natural asset. Unfortunately, as I understand, a replacement TZB in any form will create a dramatic construction related impact on the Hudson and create safety challenges to the rowers using the river and to the crews working on it. Incorporating public access via a boathouse adjacent to the river as part of this much larger project is a relatively low-cost mitigant which will serve my district for years into the future. Colleges, hospitals, tax payers, schools and all members will benefit by better access. Further, the RRA has been a very positive member of the Nyack communities, raising funds through rowing-related activities for the Nyack Center and providing funds via the Village of Nyack to obtain a NYS Eco Dock grant. I ask that you please engage the RRA in your dialogue to determine if the construction plans and their ideas can generate a low cost, mutually beneficial mitigant to the effects the TZB replacement will have on this body of water and the communities most affected by this large project. I would be happy to facilitate that conversation and economic development for the communities most impacted by the replacement project.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
992	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	To the extent possible (in a design build project) construction methodology should be described in as much detail as possible. Information regarding lay-down locations, post-construction disposition, temporary access roads, construction and use of temporary work platforms, use of marine construction equipment and storm water controls should be included in a separate construction impact section of the EIS. A distinct Navigation section should address the volume, frequency and type of commercial and recreational vessels that transit through the Tappan Zee bridge vicinity. Proposed navigational clearances should be shown to accommodate present and prospective navigation along the Hudson under the bridge during and after construction. Anticipated closures of the federal navigation channel should be discussed with their impacts on of Waterway Traffic plan to The Port of NY/NJ Harbor Safety, Navigation and Operations Steering Committee to receive its comments and recommendations regarding navigational safety during construction. Coordination with the local harbor masters should be reported in the EIS.
993	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Defining the Project Area. The NYSDOT scoping document does not clearly define the study area that will be considered in the EIS. For the purposes of this letter, we consider the "project area" as any and all areas that likely would be impacted by bridge construction, demolition and operations. Given that the Tappan Zeercach of the lower Hudson River is tidal and experiences seasonal fluctuations in flow regimes, the study area must accommodate these dynamic components of the project setting. The defined project area must include: 1) all portions of the waterway where work will be conducted or staged; 2) sites where construction equipment and materials will be stored; and 3) all other aquatic areas that would be affected by increased vessel traffic, sediment plumes, and other project effects, including disposal sites such as the Historic Area Remediation Site (HARS) and vessel transit routes. Section 3-4-12 (Water Resources) of the scoping document suggests that the project area may be narrowly defined as a corridor in and adjacent to the immediate project footprint. At a minimum, we suggest that you define the core study area for this EIS as the lower Hudson River from the New York-New Jersey border (river kilometer 35) to Stony Point (river kilometer 66). We anticipate that this region includes all areas that would be affected during the construction and demolition phases but also portions of the river that would be subjected to re-suspended sediment, used for lay-down activities or support facilities, etc.
994	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Pile installation, particularly of piles two or more feet in diameter, can cause significant adverse effects to aquatic resources. Impacts are especially pronounced when pilings are installed with an impact hammer because the action of the equipment on the pilings generates a hydroacoustic signal or "shock wave" that can kill, injure, or adversely affect the behavior of fish. Such impacts are typical of vertebrates generally, and in aquatic habitats tend to manifest acutely in ray-finned fishes with swim bladders. Injuries to swim bladders can lead to mortality through rupture or hemorrhage of the viscera or swim bladders, tissue necrosis, kidney damage, and increased predation due to a fish becoming disoriented or injured.
995	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	The installation of piles for both the demonstration project and eventual bridge replacement has the potential to result in increases in underwater noise levels that may harm, impair, or change critical behaviors of affected fishes. Several factors contribute to the likelihood of adverse effects. These factors include: the number and diameter of piles; fabrication material; installation method; type and size of fish exposed (smaller fish are more vulnerable to hydroacoustic impacts); depth of water; substrate type; and, distance from the sound source.
996	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	An interagency work group, including the US Fish and Wildlife Service (USFWS) and NMFS, has reviewed the best available scientific information and developed criteria for assessing the potential of pile driving activities to cause direct physical injury to fish (i.e., injury or "harm" in terms of the ESA) (Fisheries Hydroacoustic Working Group (FHV/G) 2003). The workgroup established dual sound criteria for injury, measured 10 meters away from the pile, of 206 dB peak and 187 dB accumulated sound exposure level (SEL) (183 dB SEL for fish less than 2 grams). While this work group is based on the US West coast, species similar to those that are likely to occur in the project area were considered in developing this guidance. As these species assessed by the FHV/G (e.g., salmonids, green sturgeon) are biologically similar to the species that occur in the lower Hudson region, we believe it is reasonable to use these criteria for modeling the potential for injury to fish that may be exposed to pile driving noise in the project area. We expect that the EIS will also incorporate information from the pilot demonstration project.
997	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	The FHWG has not yet provided criteria for sound levels that are expected to affect fish behavior, such as avoidance. However, sound pressure levels in excess of 150 dB RMS can cause temporary behavioral changes, such as elicitation of a startle response, disruption of feeding, or avoidance of an area (Hastings 2002). NMFS and the USFWS have previously used the 150 dB RMS level when determining whether pile driving activities lead to harassment of Pacific salmon. Although more research is needed, there are several studies that support this as a conservative threshold for behavioral effects. For instance, observations by Feist et al (1992) suggest sound levels greater than 150 dB may disrupt normal migratory behavior of salmon and steelhead. These researchers observed that salmonids respond to acoustic cues by avoiding the area of greatest sound levels and attempting to swim along the opposite side of the channel or along the shoreline furthest away from the active pile driving operation. Studies by Turpenny et. al. (1994) and Wysocki et. al. (2007) examined fish responses to lesser noise levels and reported similar results, documenting that salmonids exposed to noise levels up to 150 dB RMS did not exhibit signs of stress.
998	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	We are not aware of any studies that have considered the behavior of sturgeon or other Hudson River species in response to underwater noise. However, given the available information from studies on other fish species, 150 dB RMS is a conservative estimate of what sound levels might result in behavioral modifications of fish that would be present in the Tappan Zee reach.
999	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Based on the preliminary project information provided to us, pile driving, during both the pile demonstration project and the bridge replacement, is likely to result in underwater noise levels above both the behavior and injury thresholds noted above. Recommended protection measures are discussed below.
1000	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Alternate Pile Installation Methodologies. Limited data are available on the effectiveness of vibratory hammers in reducing the noise generated by the pile installation. The vibratory hammer's action causes the sediment surrounding the pile to liquefy and the pile can be driven through the sediment. The best available science indicates that vibratory driving sound levels are generally 10 to 20 dB lower than impact hammer driving. The thresholds for impact driving are likely much lower than the thresholds for the non-impulsive continuous sounds produced by vibratory hammers. Research presented by the California Department of Transportation (CDOT) suggests that the FHWG threshold for SEL described above is not appropriate for vibratory hammers (CDOT 2009). Additional research is currently underway to update the existing FHWG guidance to include acoustic thresholds for vibratory hammers. Information provided by Popper et al (2006) to conclude that the threshold for "harm" when using a vibratory hammer likely is between 187 dB and 220 dB SEL.
1001	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Consideration of Pile Driving in the EIS. It is critical that any EIS or consultation materials developed for the bridge replacement project includes detailed information on: 1) the number and type of piles that would be installed for each design alternative being considered; 2) the approximate location of these piles; 3) underwater noise estimates for each type of pile (measurements collected during the pile demonstration project at 10 meters from the pile and distance to full attenuation); 4) estimates of the river area where noise will exceed injury and behavior thresholds described above for each pile type; and 5) a description of how work area staging and/or any sound attenuation measures would be used to realize the expected noise reduction during the course of the actual bridge installation. We note that any such plan would have to be adaptive in nature to accommodate handling slippage in the work schedule or the development of new information that would improve our suite of options or otherwise change the basis for the original acoustic protection plan. Input from the cooperating and participating resource and regulatory agencies is important for the development of an appropriate adaptive management plan and to facilitate permitting.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1002	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Preliminary Recommendations for Managing Pile Installation Impacts. Since vibratory equipment appears to be less harmful than impact hammers in terms of the acoustic impacts they generate, we recommend that FHWA require any future contractor for this project to use this type of equipment or similar vibratory pile driver/extractor systems designed for sensitive site conditions wherever practicable. This recommendation applies to both the pile demonstration project and the bridge replacement. When impact hammers must be used, we recommend that other measures be implemented to reduce underwater noise to the maximum extent practicable. For example, in areas with less current, bubble curtains are recommended; low energy areas might be conducive to Gunderboom or similar sound attenuation systems; and higher energy zones might require installation of cofferdams, isolation casings or potentially seasonal exclusionary windows. Provisions also need to be made for adaptive management to address any observed fish kills or distress during the pile demonstration project and the subsequent bridge construction.
1003	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Based on the potential for behavioral effects at sound levels above 150 dB re luPa RMS, we recommend that mitigation measures be implemented to minimize the area where noise above this threshold is experienced. This approach may entail a combination of techniques including 1) staging the timing of when piles are installed; 2) utilizing cofferdams, bubble curtains and other available technologies; 3) gear selection; and 4) other mitigation alternatives. We strongly recommend that acoustic monitoring occur during the demonstration project and that the demonstration project also be used to test mitigation methods, including sound attenuation technologies. NYDOT and FHWA should work with the stakeholder agencies to assist in the E636 design of this aspect of the demonstration project to ensure that our information needs are met.
1004	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	As we have noted previously, the Tappan Zee reach of the Hudson River supports a broad variety of aquatic resources throughout the year. However, the most vulnerable habitat uses by these species do not wholly coincide, resulting in overlapping periods of sensitivity. For instance, given that individual shortnose and Atlantic sturgeon may be present in the project area year round, we cannot determine a window of time for pile installation that would eliminate the potential for exposure of sturgeon to underwater noise. However, since we are most concerned with the potential for disturbing or harming pre-spawning adult sturgeon migrating through the project area, we recommend that you avoid installation of all 8 and 10 foot diameter piles between April and August.
1005	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Unfortunately, this interval is partially in conflict with habitat uses by other diadromous species which enter the Hudson as early as March or April but continue to migrate upstream for weeks thereafter and eventually leave the Hudson River in the fall. They are followed by other estuarine-dependent fishes, which may remain in the immediate project vicinity to spawn, feed and mature in nursery habitats through the summer. While most seasonal visitors migrate out to sea in the fall, others may remain locally for some time, and may even over-winter in the general area. Thus, in order to protect these sensitive life stages and habitat uses, it will be necessary to incorporate suites of mitigative measures, during the pile demonstration project and the bridge construction. Given the variety of species utilizing the project area at different times of year, it is critical that mitigation plans be developed in conjunction with the resource agencies.
1006	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	We recommend that you and the FHWA organize a technical discussion of these issues among the involved state and federal resource agencies. For the purposes of this current comment opportunity, we recommend that the following measures be considered: <ul style="list-style-type: none"> o Install all ancillary pilings using vibratory pile driver/extractor systems. o Stage the piling installation to ensure that the largest diameter pilings and those slated for installation in deeper water are put in place before adult fish begin to stage/gather for spawning migrations or move through the area. For example, if the pile demonstration project begins in February 2012, the 8 and 10 foot piles should be installed first, prior to mid-March. o Restrict all pile driving that would exceed the injury thresholds described above to a 72 hour period each day and provide an acoustic refuge of at least one mile or 25% of the river width (whichever is greater) to permit sturgeon and other fishes to pass through the project area without being exposed to potentially injurious noise levels. Also, stage the use of impact hammers to coincide with parts of the day or stages of the tide that fish are less likely to be gathering in or moving through the immediate project. o Maintain a constantly available zone of passage for fish through the project area. o Install all cast-in-place casings, and other wet concrete pours for piling caps and similar features within sealed forms to be maintained until the material hardens and cures. o Use the pile driving demonstration to field test the feasibility and utility of implementing appropriate, commercially available technologies to mitigate for acoustic impacts in various sediment strata and at different water depths. Develop a monitoring strategy prior to installing the pilings in order to determine the hydroacoustic impacts associated with installing various diameter pilings in across a spectrum of environmental conditions and while implementing a variety of potential mitigation measures. These data should be made immediately available to us and will be necessary to support our future ESA and EFH consultations and also may prove invaluable for resolving conflicts with aquatic resources during eventual bridge construction.
1007	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Dredging and Disposal The scoping materials do not indicate what type of dredge will be used or where dredged material will be located. Based on meetings with FHWA staff, we understand that a mechanical environmental bucket dredge will be used to remove material from the project area. We also understand that the material maybe disposed of at the HARS, located in the Atlantic Ocean. The EIS developed for this project must provide detailed information on: the volume of material to be removed, the locations to be dredged, the depth to which material will be removed, substrate type in the area to be dredged, type of dredge, use of barge overflow, contaminant testing results, disposal location and methodology, and any stockpiling of material that is being considered. Additionally, the dredging analysis must consider the effects of an increase in suspended sediment resulting from dredging and the destruction of benthic resources in the dredged area as well as environmental impacts of disposal. Recovery rates for benthic resources in the areas to be dredged should be provided. Preliminary information provided to us by FHWA indicates that approximately 1.8 million cubic yards of dredging would be undertaken in three separate stages (years), potentially occurring from mid-September through mid-December for each mobilization. This is a significant activity that has potential to harm fishery resources and their habitats. It is essential that this project element be evaluated fully in the EIS. In addition to the direct and indirect effects of altering such a broad expanse of river bottom, the proposal to dredge access basins or channels to accommodate work barges and other construction equipment raises additional concerns. The EIS should clarify where the material would be placed after it is extracted. Based on preliminary information provided by FHWA, we understand that you are considering use of the HARS or for other beneficial uses in the tri-state region. We view all of the proposed dredging as new work, and the project area described and evaluated in the EIS must include all aquatic areas in which dredged materials would be placed as well as the waterways that would be traverse while the material is in transit.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1008	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Preliminary Recommendations for Dredging and Disposal. We support the use of an environmental bucket dredge. This type of dredge can minimize dispersal of re-suspended sediment in the upper portions of the water column and is less likely to entrain or capture fish. Closed buckets do produce a liquid mud or nepheloid layer near the bottom that would not be conducive to demersal species or life stages. Over-wintering fishes that are in a state of relative torpor may not flee and could suffer mortalities if enveloped in this material. It is unclear whether barge overflow would be requested; we note that use of barge overflow would negate most water quality benefits gained from using a closed bucket. Capture of individual sturgeon in the dredge bucket is possible and has been documented with clamshell dredges operating along the East Coast; however, interaction rates between sturgeon and mechanical dredges are expected to be far less than interaction rates between sturgeon and hydraulic dredges. We recommend that at least during the April - August time frame that an observer be present to inspect for sturgeon that may have been captured by the dredge bucket. Timely detection of any sturgeon can increase the likelihood of survival of these individuals. If an alternate dredge type is used (e.g., cutterhead or hopper), the EIS must consider the potential entrainment of individual fish, including sturgeon and their prey. Without details on the areas to be dredged it is difficult for us to recommend time of year windows that would minimize the potential for impacts to our trust resources, including listed sturgeon. As with pile driving, we cannot recommend a time of year when dredging could occur with no potential for impact to any fish species, including sturgeon. Generally, we recommend that any dredging necessary for this project occur in the Fall. Past correspondence with FHWA on this project indicates that dredge windows being considered are November 1 - March 15 or September 15 - November 15. Either of these windows would minimize potential impacts to NOAA trust resources, including listed sturgeon. We recommend that dredging, particularly in the deepwater channel, be avoided during the April - August window when adult sturgeon are likely to be migrating through the project area. To eliminate effects of dredged material disposal on aquatic resources, the double-handling of material should not be allowed and material should be placed at an upland location. If the HARS disposal location is used, all conditions consistent with previous consultations among the US Army Corps of Engineers, the U.S. EPA and NMFS must be maintained. Additionally, we recommend the use of lookouts or observers to spot listed marine mammals or sea turtles during disposal operations. Any vessels that are 65 feet in length or greater must abide by the 10 knot speed limit in designated seasonal management areas during the November 1 - April 30 time period. We also strongly recommend that any dredged material disposal vessels abide by the 10 knot speed in any dynamic management areas. More information on our ship strike reduction program can be found at: http://www.nmfs.noaa.gov/shipstrike/ .
1009	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Use of Rock Armoring for Scour Protection -- The scoping document does not provide any information on the use of rock armoring for scour protection; however, previous discussions with FHWA indicate that the project is considering placing rock armoring on the river bottom as a possible means to minimize suspended sediment during mobilization and construction of the bridge. The EIS must consider the environmental impacts of use of rock armoring, including potential introduction of contaminants, temporary and permanent loss of benthic resources, and changes in substrate type in the project area. It is our understanding that upon completion of dredging, NYSDOT proposes to place sand, gravel, and/or stone to stabilize the bottom so the construction equipment does not re-suspend or come to rest on soft bottom. We are concerned that the substrate will not have the composition strength to hold the material, and that the cover will either sink into the sediment or potentially generate mud waves. Even if the material survives as intended, its placement would initially create a plume as it is deposited. The shift from soft to a semi-hard bottom would displace certain types of in fauna that form the local forage base and potentially could attract epifauna that otherwise would not occur in this reach of the Hudson, which could pose a significant concern. It is our understanding that habitat conditions not far north of the Tappan Zee area are conducive at least part of the year to supporting zebra mussels (<i>Dreissena polymorpha</i>), an invasive species. Walton (1992) surveyed the tidal Hudson as far south as Tarrytown, New York and reported individual zebra mussels in oligohaline waters occurred as far south as West Haverstraw. Placement of stone or gravel could create conditions suitable for zebra mussels in the project area. The EIS must analyze effects of leaving rock in place or attempting to recover it at the conclusion of the construction activity. As we have recommended previously, the EIS should also include a comparison of environmental impacts of work occurring in an un-armored river bottom as compared to impacts of armoring and work occurring on an armored bottom. Without knowing the areas and habitats where rock armoring maybe placed it is difficult to provide specific recommendations. However, placement of rock in areas that support sturgeon forage (areas of submerged aquatic vegetation, shellfish beds, areas rich with benthic invertebrates, mudflats) should be avoided. We are concerned that given the dynamic nature of the environment in the project area, that rock will not remain in place. We request that the EIS analyze: (1) the stability of any rock armoring (2) potential impacts if the rock is displaced from the project area; and (3) the feasibility of removing rock after the project is complete. We also request that if rock is to be placed that it be clean, natural material and that the minimum amount possible be used.
1010	Kurkul, Patricia National Marine Fisheries Service	15-Nov-11	Letter	Other Activities That May Resuspend or Destabilize Sediment Any activities that disturb the bottom substrate partially mobilize particulate matter and potentially release pore water and contaminants into the water column. Destabilized and resuspended substrate may result in the disruption of fish movements and the destruction or burial of benthic resources. The EIS must consider effects to benthic resources in the project area and the consequences of any potential loss of foraging opportunities for sturgeon and other managed species. Wherever possible, we recommend that the project utilize appropriate practices or technologies (e.g., turbidity curtains, installing floatation on anchor chains, judicious use of dynamically-positioning vessels, working within dewatered cofferdams, etc.) to minimize suspended sediments.
1011	Lasker, Shirley Deputy Supervisor, Town of Clarkstown	27-Oct-11	Oral Testimony	...concerns with the reconstruction of exits off the Thruway
1012	Levin, Idan	26-Oct-11	E-mail	This project should be constructed as a Union Free Zone and the implementation of a Union Free Zone should be enforced and monitored regularly -- It is un-American and unconstitutional to allow only members of a particular organization, to be able to work on this project. Forcing Union membership as a condition for employment on this project is as discriminatory as forcing a specific gender, religious or race. All of which are a clear violation of our civil rights. In this economic times, and with our tax dollars, only a Union Free Zone is an acceptable platform(not to mention the potential cost savings and efficiencies from allowing non-union labor on site)
1013	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	In an effort to mitigate construction emissions, project sponsors should be aware of sample construction specifications that have been developed by EPA and its state and local partners to offer guidance to agencies interested in addressing pollution from construction sources. The contract specifications promote the widespread use of emission controls in the construction sector and can be found at http://northeastdiesel.org/construction.html
1014	O'Brien, Joseph On behalf of Congressman Eliot Engel	27-Oct-11	Oral Testimony	We must ensure that all efforts are made to ensure that this project is as environmentally and community-friendly as possible. The environment cannot be put at risk by this project. The Hudson River is one of the largest and most important waterways in the United States. I urge the relevant agencies to fully account for any possible environmental impact during the building of a new bridge.
1015	O'Brien, Joseph On behalf of Congressman Eliot Engel	25-Oct-11	Oral Testimony	I urge development agencies to fully account for any possible environmental impact during the building of the bridge.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1016	O'Neill, Bill	29-Oct-11	E-mail	In reading the Journal News articles on the above referenced subject, what remains unclear to me is what happens to the existing bridge? The articles mentions building 2 new spans 300 yards north of the existing bridge with one span going east & the second span going west. Then both spans end in Tarrytown where the existing bridge ends. Is the existing bridge eastbound & westbound spans being discontinued or taken down? If not, could the mass transit component being used eventually on that bridge with major modifications made to accommodate same?
1017	Paroff, Barry	27-Oct-11	Comment Form	Where will the staging take place? How will this affect daily life in South Nyack? For how long?
1018	Pepe, Ross Construction Industry Council of Westchester and Hudson Valley	25-Oct-11	Oral Testimony	We must consider design-build under such a plan, and a team consisting of design engineers and contractors would simultaneously design and build a new structure to federal and state standards. To do this, New York State's education and finance laws must be amended. This legislation should be approved immediately.
1019	Piantedosi, Joe	24-Oct-11	E-mail	Does the planned new construction call for keeping the old bridge opened for the construction period or will drivers be forced to find an alternated route for the 4 year period?
1020	Rapopr, Anna	25-Oct-11	Comment Form	Choose the least maintenance materials that are long lasting to build the bridge
1021	Rothbard, Richard	28-Oct-11	E-mail	5) Demolition – I heard absolutely no mention of the demolition of the current bridge. Where would this fit into the schedule and what would the impact be in the various areas for which an EIS is necessary? Is the demolition a separate project requiring a separate EIS?
1022	Rothbard, Richard	28-Oct-11	E-mail	6) Privatization – could a new bridge be built more quickly, and with more elements (such as mass transit) if the project were turned over to a private company or consortium of companies in exchange for the rights to collect the tolls? This seems to be a growing trend both here and abroad.
1023	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	Specific funding for the details of this project have yet to be established. Our understanding is the current \$5.3 billion plan is to build the North Span first, move all the existing, east/west traffic to the new span, proceed to build the South Span, and upon completion, shift the four lanes of eastbound traffic to the South Span to establish the final lane width, Shoulders, Emergency and Pedestrian/Bike lanes on both spans.
1024	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	We are greatly concerned that it's quite possible the project could run into financial pressures in the middle of the project and subsequently only one span is built. This would result in the construction of a slightly wider version of the old bridge - a huge, expensive undertaking with sub-optimal results. We would suggest staging the project to ensure both spans are constructed simultaneously.
1025	Sanders, Christopher Mayor, Village of Piermont	1-Nov-11	Letter	There is no mention of demolishing and the removal of the existing bridge. To limit adverse effects on the environment, this could be an expensive process. Is this activity included in the \$5.3 billion estimate? If not, how will this be funded? Or, is the existing structure intended to remain?
1026	Sardy, John	31-Oct-11	E-mail	I am a resident of The Quay in Tarrytown and am very concerned about noise that will be emanating from the construction of the bridge. I have not seen this topic discussed. What guarantees can you give me that I will not be awoken at 2am by the trucks or equipment that will be present nearby? I guess my only recourse would be to call the local police and make a report. Will the construction company be fined for disturbing the peace?
1027	Simoes, Jose	15-Nov-11	E-mail	The Scoping document states that the build-year analysis will be based on the projected no build traffic volumes despite the fact that previous studies showed significant increases in traffic volume. The bridge design will increase the capacity of the bridge by adding a pedestrian way, bike lane, wide shoulder and more significantly, an emergency vehicle lane, which people will most likely use during peak traffic hours and could be used as a BRT lane. Transit service across the replacement Tappan Zee Bridge has long been recommended as a solution to the traffic congestion which is already an issue during peak travel times. The potential increase in capacity and use needs to be analyzed.
1028	Stewart, Andrew	27-Oct-11	Oral Testimony	One has to do with, you know, how long is the construction process going to take? And during that process, as issues come up, how will the public be able to have their thoughts and interests expressed within that? Who will be the contact? And if there's a truck route or if there's dust or if there's a particular situation that comes up, how will we engage on that during the process?
1029	Strasser, Alfred	15-Nov-11	E-mail	The first reason is that the safe life of the current bridge will not survive the time required to design, license and construct the new bridge. The result will be that the load on the current bridge will have to be rationed as it deteriorates further, most probably by re-routing the heaviest traffic, the trucks, (and perhaps even passenger cars at rush hours) to the Washington Bridge or bridges to the north, causing incredible traffic jams there and untold economic losses for the area and the truckers. Alternatively the current bridge could be upgraded while the new one is being planned or constructed, which will not be cost effective nor is it likely that funds will have been budgeted for such an emergency.
1030	Trilling, Z.	27-Oct-11	Oral Testimony	As I was telling the engineer since I'm right there and my house is literally shown right on that map, our biggest concern is the noise and vibration that is going to occur during the construction of the new replacement bridge. And we want to know what's going to be done or how -- if there's anything that the Board's planned for the residents for minimizing the noise, the vibration, the actual pollution that's actually going to occur as a result of the construction.
1031	Viertel, Linda Westchester League of Conservation Voters and Westchester Land Trust	14-Nov-11	E-mail	And lastly, it is important to consider the length of time building two separate bridge structures will entail, if these projects follow one another. Taking a good hard look at the environmental impact, during construction, of the noise, increased particulate matter, large trucks in the vicinity, and all other detrimental aspects of construction, which would then be doubled in years for those in the region who live nearby, must be considered. What are the negative impacts of this extended construction time? Would preserving the existing bridge, repaired, and made user/ earthquake safe be an alternative that could mitigate destruction costs, length of construction time, provide public commuter transportation? Property values in the Tappan Zee Bridge vicinity will decrease substantially during construction; prolonging that construction is a detriment to all the Hudson River communities adjacent to the Crossing Project over an extended period of time, causing undue hardship on not only the residents but on all village and town coffers.
1032	Weisel, Tori Irving Neighborhood Preservation	25-Oct-11	Comment Form	Where will staging areas be placed?
1033	Weisel, Tori Irving Neighborhood Preservation	25-Oct-11	Comment Form	Will you reimburse neighbors should any construction crack walls/foundations etc.
1034	Weisel, Tori Irving Neighborhood Preservation	25-Oct-11	Comment Form	When stirring up the water for installation and/or removal of pilings & bridge base what health & safety assurances & measures will you make to protect the residents on the riverbanks and in town?
1035	Weisel, Tori Irving Neighborhood Preservation Association	25-Oct-11	Oral Testimony	Where are your staging sites going to wind up? Are they going to threaten our neighborhood? Are they going to threaten other neighborhoods? Are you going to have environmental impact reviews for the staging sites because we know that the old GM site has problems with that.
1036	Wilson, David Bike Walk Alliance of Westchester & Putnam and Advocacy Director Westchester Cycle Club	25-Oct-11	Oral Testimony	We also request that the Environmental Impact Statement look at the environmental destruction of the Hudson River through the demolition of the old bridge and the damage that would cause. The Statement should also consider the environmental impact of dumping the debris.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1037	Wolzien, Thomas	27-Oct-11	E-mail	It is imperative that River Road be kept open during construction. River Road in Grand View-on-Hudson becomes Piermont Avenue in South Nyack. This road is the only ambulance access to Nyack Hospital (the closest emergency room) without going back south through Piermont, up to Rt. 9W, and then retracing steps North. River road is the primary access for residents to Nyack and to the current bridge, as well as providing the route for bus service to the City and north-county areas. Grand View-on-Hudson and South Nyack share a police department, which would encounter significant hardship (not to mention increased costs) if it has to operate, effectively, in two separate areas. Closing River Road for construction would increase the trip to Nyack by approximately 4-5 miles.
1038	Wolzien, Thomas	27-Oct-11	E-mail	There is a continuing project by Rockland County to rebuild River Road in Grand View-on-Hudson. The road is deteriorating and has been falling into the river at some points. Work on the River Road project should be expedited so that it is completed prior to the TZ project, or, at minimum, the projects are coordinated, thus allowing more flexibility for both projects.
1039	Wolzien, Thomas	27-Oct-11	E-mail	Late night heavy construction on the current bridge has kept residents awake. Such emergency work is understandable, but it should be noted that construction noise (above normal traffic) carries astoundingly well across the water at night. The lengthy construction process could result in significant noise over a long period of time. Heavy noise-producing activities on the new bridge such as pile driving should be restricted to daytime hours. Villages along the river have noise ordinances, which should be consulted.
1040	Feroe, Peter	25-Oct-11	Letter	Environmental Justice - The EIS should discuss the distribution of the benefits, not just impacts, that this project will have on various population groups. Specifically, the EIS' should not ignore a discussion of the population groups that would benefit from a new crossing and its attendant 'mobility' improvements.
1041	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	The Village of Tarrytown requests that the required hard look be given to measures and alternatives, including the two-bridge rehabilitation alternative described above, that will mitigate the negative environmental justice impacts and the broader negative economic impacts in Tarrytown and Westchester County that will result from the significantly higher toll charges likely to be required to fund the preferred alternative. The review must consider that since the preferred alternative eliminates BRT from consideration, there will be no meaningful, less costly alternative mode of transportation provided. In particular, as indicated in the scoping package (section 3-14-16), the review should "identify and address any disproportionate and adverse impacts (of the project) on minority and lower income populations" who 1) live on the west side of the Hudson River and must cross the Tappan Zee in order to reach employment destinations throughout Westchester County, Connecticut and areas of New York City not served by Metro-North; and 2) live on the east side of the Hudson River who must cross the Tappan Zee in order to reach employment destinations in Rockland County, Orange County and northern New Jersey. In addition, the negative impact of higher toll charges on discretionary travel, such as that related to tourism and retail activities, should also be considered.
1042	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	The Village of Elmsford requests that the required hard look be given to measures and alternatives, including the two-bridge rehabilitation alternative described above, that will mitigate the negative environmental justice impacts and the broader negative economic impacts in Westchester County that will result from the significantly higher toll charges likely to be required to fund the preferred alternative. The review must consider that since the preferred alternative eliminates BRT from consideration, there will be no meaningful, less costly alternative mode of transportation provided. In particular, as indicated in the scoping package, the review should identify and address any disproportionate and adverse impacts of the project on populations who: live on the west side of the Hudson River and must cross the Tappan Zee in order to reach employment destinations throughout Westchester, Connecticut and areas of New York City not served by Metro-North; and live on the east side of the Hudson River who must cross the Tappan Zee to reach employment destinations in Rockland County, Orange and northern New Jersey. Also, the review should identify and address the negative impacts higher tolls will have on discretionary travel, such as that related to tourism and retail activities.
1043	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	That said, I oppose the draft plan as presented on February 15, 2011, which includes a police barracks, maintenance facility, and impound lot at Interchange 10 in South Nyack. Beyond being unsightly, these are inappropriate for the area, given South Nyack's intention to one day create a park there; the fact the buildings would abut a preexisting and popular nature trail; and the reality that new Thruway facilities would negatively impact residents in the most diverse section of the village, which is also the most economically disadvantaged.
ENVIRONMENTAL ANALYSIS FRAMEWORK--INDIRECT AND CUMULATIVE EFFECTS				
1044	Berezowsky, Adrian Sleepy Hollow Environmental Advisory Council	25-Oct-11	Oral Testimony	My comments tonight are dealing solely with the scope of the study area as currently defined. The current Scoping document generally defines it as one-half mile from the current right-of-way. This unfortunately does not include any of Sleepy Hollow or any of the other villages that are potentially impacted by either indirect effects, construction effects, or anything along those lines. I ask that the Scoping document expressly include an expanded area at least for the indirect effects so that the surrounding villages and communities can be afforded an opportunity to really participate.
1045	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	NEPA requires that the EIS also consider cumulative effects. In the New York metropolitan area FHWA is involved with a significant number of bridge and highway improvement projects that should be discussed in this analysis along with initiatives that involve Metro-North Railroad and New Jersey Transit. Since this project has a significant dredging component, the EIS should also consider cumulative effects from the maintenance dredging for the Hudson River Federal Navigation project, private work at commercial and industrial waterfront properties, significant public projects such as dredging at the Passenger Ship Terminal, possible installation of a freight tunnel between Port of New York and New Jersey infrastructure east and west of the Hudson River, and linear utility proposals including the Champlain Hudson Power Express project and electric or natural gas transmission proposals in the lower Hudson. We suggest that you consult with the New York District, Corps of Engineers and the U.S. Environmental Protection Agency's NEPA analysis unit regarding additional projects that should be considered in the Cumulative Effects section of the EIS.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1046	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The project should also consider how the project might promote suburban sprawl in Orange, Rockland, and Westchester Counties. The DEIS should thoroughly analyze the cumulative impacts of the proposed bridge project, in conjunction with other road/transportation infrastructure projects or even major developments that will doubtless have an impact on urban sprawl, traffic patterns, land use, etc. The proximity of the Project to two increasingly important air travel hubs – Stewart Airport in Newburgh and Westchester County Airport – necessitates the study of the Project's impacts on increased air travel. Increased development will in turn increase impermeable surface coverage, causing more runoff to enter the Hudson River as opposed to being absorbed into soil, possibly triggering Clean Water Act28 issues. This would include increased point sources, through the construction of new storm water and sewage outfalls to increased capacity for a larger population, as well as general storm water from non-point sources – not necessarily a "discernible, confined and discrete conveyance"29 – which will flow into the Hudson River because of the increased impervious ground coverage. Effects of suburban sprawl should not be limited to Rockland and Westchester Counties. Orange County municipalities discharge into tributaries of the Hudson River as well, and so the lead agencies should study suburban sprawl impacts on water quality as far away as Orange County. Though the FHWA has stated that the construction will not have an effect on traffic flow, they fail to consider the psychological disconnect of the public who may think that the project will lead to less congestion and will therefore be more inclined to drive across the new bridge. While the FHWA has stated that the project does not have the purpose of alleviating congestion, the inclusion of pictures of congestion on the Bridge and charts and graphs concerning traffic patterns in the scoping packet give the impression that the project does mean to address traffic congestion. This is misleading to the public. Furthermore, the focus on automotive transport raises environmental justice concerns, because low-income working families will not have access to jobs in Westchester if the project does not include affordable mass transit options.
1047	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Cumulative Impacts - Although the decision has been made to separate bridge replacement from the transit and highway elements due to funding considerations should impacts of the proposed bridge construction upon future transit and highway options be discussed as cumulative impacts or irreversible or irretrievable commitments of resources?
1048	Mills, Michael C. Village Administrator, Village of Elmsford	15-Nov-11	Letter	7) The EIS should include consideration of other planned, proposed, or pending projects - A number of larger projects and improvements are currently being considered in the communities along the I-287 Corridor. The EIS should include consideration and coordination with these other projects, including the 9A Bypass, Saw Mill River Flood Control, and Village of Elmsford Main Street Improvement Project.
1049	Rothbard, Richard	28-Oct-11	E-mail	There are several points that I did not hear mentioned by any of the speakers last night (although I was not present for all of them) or addressed in the printed materials that were distributed, so rather than repeat what many others said, let me raise what I think are important new issues: 1) Gambling – there is no doubt in my mind that legalized casino gambling will soon be greatly expanded in New York State, and in particular in the Catskill region. When that happens there will be an exponential increase in vehicular traffic across the bridge. Has this development been considered in the planning?
1050	Simoes, Jose	15-Nov-11	E-mail	The potential indirect and cumulative impacts of providing the necessary infrastructure to accommodate BRT or possible rail transit needs to be studied. Commuter park and ride lots are, in general, near, at or over capacity. Additional bus lanes, stops and shelters would be needed on area roadways. If the possibility for the addition of transit exists, then there may be an issue of segmentation under the State Environmental Quality Review Act. The impacts of the addition of BRT, at the very least, must be examined as part of this DEIS to avoid segmented review, as this is essential to achieving a full understanding of the impacts of this project in the long term.
1051	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 3-4-18 Indirect and Cumulative Effects: The indirect and cumulative effects analysis must include an analysis of the effects of not installing public transportation by including the public transportation alternatives in the EIS, specifically cross-corridor BRT. The reduced energy consumption, increased mobility and compact development attendant to public transportation would provide a whole host of positive effects, both direct and indirect. Again, because public transportation alternatives are realistic and feasible, they must be studied in order to meet NEPA and SEQRA requirements.
1052	Weisel, Tori Irving Neighborhood Preservation Association	25-Oct-11	Oral Testimony	We'd like to know, for instance, if it's such a big issue with General Electric dredging the river further north, when you start to do all of this and you start to stir the river around for all of this, what sorts of PCBs and things will be stirred up? How will our health be affected?
ENVIRONMENTAL ANALYSIS FRAMEWORK--OTHER NEPA AND SEQRA CONSIDERATIONS				
1053	Feroe, Peter	25-Oct-11	Letter	Smart Growth Public Infrastructure Policy Act - In accordance with this law, the EIS should discuss how this project does not induce sprawl, how the process induces community participation, how it reduces auto dependency and fosters transportation choices, and how it promotes compact mixed-use developments and downtown revitalization.
1054	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Section 3-2-3 Permits and Approvals: The New York State Smart Growth Public Infrastructure Policy Act sets out ten criteria the NYS DOT must follow in order to "maximizing the social, economic and environmental benefits from public infrastructure development through minimizing unnecessary costs of sprawl development." (See Environmental Conservation Law § 6-0107). An analysis of alternatives that does not include public transportation cannot meet at least six of the ten criteria: d. to protect, preserve and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources; e. to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups; f. to provide mobility through transportation choices including improved public transportation and reduced automobile dependency; g. to coordinate between state and local government and intermunicipal and regional planning; h. to participate in community based planning and collaboration; and j. to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation.
1055	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	Based on a review of the documents produced by the Old Project, public transportation would protect, preserve and enhance the state's air quality (subsection d); foster mixed land uses and compact development (subsection e); provide mobility through transportation choices including improved public transportation and reduce automobile dependency (subsection f); and promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations (subsection j). In addition, because the Old Project clearly had many state and local governments working together and all the parties involved recognized that public transportation was necessary and they would work towards developing transit-oriented development, it is difficult to see how removing transportation would allow the state to meet the goals in subsections g and h. The Scoping Packet and EIS must discuss how the New Project can meet these six requirements without including public, transportation.
PROCESS, AGENCY COORDINATION, AND PUBLIC PARTICIPATION				
1056	Ahn, Jimmy	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1057	Anonymous	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1058	Anonymous	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1059	Astorino, Robert Westchester County Executive	25-Oct-11	Oral Testimony	As funding is being determined and design options are being weighed, it is critical for the state and federal governments to keep the lines of communication open with the local governments and communities that are directly affected by this project.
1060	Brunelli, Eileen	18-Nov-11	Letter	I live at The Quay of Tarrytown condominium and am extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. I am requesting a "hard look" during the Environmental Review Process at the impact this will have on my health, quality of life and the financial impact on my home.
1061	Burriss, Jessica and Andre	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1062	Bystryn, Marcia, et al New York League of Conservation Voters, New York State Transportation Equity Alliance, Good Jobs New York, Empire State Future, Natural Resources Defense Council, New York Bicycling Coalition, Environmental Advocates, Federated Conservationists of Westchester County, NYPIRG/ Straphangers Campaign, Tri- State Transportation Campaign, Concerned Citizens for Responsible Development, League of Women Voters of New York State, Environmental Defense Fund, Transportation Alternatives, Bike Walk Alliance of Westchester & Putnam	24-Oct-11	Letter	Our organizations write with serious environmental, transportation, economic and government accountability concerns regarding the proposal to replace the Tappan Zee Bridge in Westchester and Rockland Counties. Eliminating public transportation in the bridge replacement ignores the facts, findings and public consensus that have developed over a decade in 280 public meetings. This move undermines the public's faith in government and erodes trust of elected leaders.
1063	Catton, Clifford	9-Nov-11	Letter	I wrote to Marc Herbst of the N. Y. State Thruway about building a bridge/tunnel at Irvington or Dobbs Ferry on Feb 22, '06. I had also written to the Tappan Zee Bridge Exec. On Aug. 18, '05. I did not get a reply to either letter. I received an e-mail from Michael P. Anderson, Project Director on Mar. 26, '08 acknowledging my previous contacts and asking for more comments. On Nov. 23, '09, I e-mailed the Project suggesting the current bridge be retained as a bus, taxi, bicycle, pedestrian bridge. I did not get a reply. Enclosed is a copy of that 2009 e-mail. On Mar. 3, '11, I wrote Walkway Over the Hudson making the same suggestion. I did not receive their reply. Then in Oct. 2011 after progressively trying to steal more money - \$6 billion to \$12 billion to \$16 billion, you dropped the mass transit corridor final cost. A parallel bridge does seem to be the answer using both. I made the suggestion first not Paul Feiner. Give me credit. [Attached religious material and Nov. 2009 e-mail]
1064	Crocker, Julie National Marine Fisheries Service	15-Nov-11	Letter	We strongly suggest that FHWA and/or NYSDOT organize technical level meetings among the involved cooperating and participating agency staff to discuss concerns and to develop appropriate avoidance, minimization, and mitigation measures to protect fishery resource and habitats. The resulting options would then be available to inform the EIS, and would facilitate future regulatory coordination. We believe that this coordination should begin immediately as you are scheduled to be issuing a preliminary EIS in the coming weeks. It would serve our respective interests well. Furthermore, the proposed piling demonstration project is scheduled to begin as soon as February and it is important to ensure that appropriate monitoring and habitat protection alternatives are implemented during the pile installation as these data would be invaluable for designing effective and better informed conservation measures. We look forward to reviewing the Preliminary DEIS and anticipate that issues and concerns raised in this letter will be fully characterized and addressed. Should you have any questions regarding these comments please contact Julie Crocker of our Protected Resources Division at 978-2828480 or Diane Rusanowsky of our Habitat Conservation Division at 203-882-6568.
1065	Di Pireta, Joan E.	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1066	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	We request that you also consider this letter a statement of status as an "interested or affected" person or party under the National Environmental Policy Act2 ("NEPA") and accordingly, pursuant to the regulations provided by the Council on Environmental Quality at Section 1506.6(b), please notify us of all NEPA related documents, as they become available, and NEPA related meetings, as they are scheduled, which are related to this project. Similarly, please also consider this letter a statement of status as an "interested" person or party pursuant to State Environmental Quality Review Act ("SEQRA") regulations at 6 NYCRR Part 617, and accordingly, please send us a copy of all filed SEQRA documents (including additional scoping documents, Draft Environmental Impact Statements, Environmental Impact Statements, and notices) as they become available, and provide notification of all relevant meetings. We would also like to be included as a "consulting party" under Section 106 of the National Historic Preservation Act3 ("NHPA") for this federal agency "undertaking." Accordingly, please send us copies of all NHPA related discussions and analyses. If there is an additional specific procedure for any state or federal agency which should also be complied with for this status and notification under NEPA, please inform us as soon as possible. Riverkeeper has been involved in the Tappan Zee Bridge replacement proposals since the scoping on the initial 30-mile corridor revitalization plan in the early 2000s, when the project was named the "Tappan Zee Bridge/I-287 Corridor Project," and is committed to continuing its involvement in the decision-making process as the project progresses.
1067	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	Due to Riverkeeper's historic environmental and legal involvement with the Hudson River and the communities of the Hudson River Valley, we are extremely concerned about this project and its potential environmental impacts. The environmental, economic, and social implications of most of the alternatives presented are enormous and will substantially impact the Hudson River as well as the communities and environment of Rockland and Westchester Counties. Moreover, since the scope of the project has been modified to only include a 4-mile span, as opposed to the originally intended plan of the 30-mile I-287 Corridor, we are also concerned that the review process will be practically and legally insufficient and contrary to the requirements of NEPA and SEQRA. The current 4-mile Tappan Zee Hudson River Crossing proposal is likely to result in uninformed decisions in the environmental review process, insufficient public participation, and inadequate goals and funding.

**APPENDIX B
LIST OF COMMENTS**

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1068	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	The Three Week Time Period to Submit Comments on the Scoping Documents is Insufficient, Violates the Public's Right to Meaningful Participation, and is Contrary to the Express Purposes of NEPA and SEQRA. The fact that the project is being "fast-tracked" with funding from the federal government should not excuse the lead agencies from providing for open and robust public participation. The public must be given an adequate opportunity to provide input on the project's potential impacts and alternatives. The project involves immense implications for the region's growth, and requires a careful, comprehensive assessment of environmental impacts and legitimate construction alternatives. When one considers the short timeline the lead agencies designated for public review, contractor bidding, and construction, one gets the impression that the EIS has already been written; that the final EIS is sitting in a desk drawer at the FHWA. The lead agencies cannot just go through the motions of public participation, but must consider and address the public input they receive.
1069	Estrin, Daniel E. Riverkeeper	15-Nov-11	Letter	Central to the Environmental Impact Statement process is the full discussion and disclosure of available alternatives and their corresponding impacts. Public participation in this process must be meaningful and robust, and the lead agency(ies) must strictly carry out their obligations under NEPA and SEQRA as required by the legislation. Riverkeeper has grave concerns based upon the scoping materials and the public presentations that misguided efforts to "fast track" this project will lead to unacceptable breaches in federal and state statutory requirements. Riverkeeper fully intends to hold the project sponsors accountable for strict compliance with their environmental review obligations under federal and state law.
1070	Feaster, Petronella	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1071	Feder, Annette	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1072	Feroe, Peter	25-Oct-11	Letter	I am extremely disappointed with both the new outline of the Tappan Zee project, as well as the process, or lack thereof, which led to this moment.
1073	Feroe, Peter	25-Oct-11	Letter	On the process side, the picture is no better. I won't argue that the previous planning process was not taking too long or that it didn't lack direction. The answer, however, is not to throw the proverbial baby out with the bath water. The answer should have been to provide support to the process; inform the process participants; and continue the momentum that was building for the project. What is the point of having a public process if the public is ignored? This is now the third scoping process for this project. Am I to believe that my thoughts, comments, and suggestions are to be taken seriously this time? Will my participation in future forums on this project again be only for show?
1074	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	Thank you for providing the Village of Tarrytown the opportunity to provide comments in regards to the Tappan Zee Hudson River Crossing Project scoping documents. In addition, I would like to note that the Village will be submitting the form in order for the Village to be a Cooperating Agency.
1075	Fixell, Drew Mayor, Village of Tarrytown	3-Nov-11	Letter	4) Given that the preferred alternative in fact contains the physical capacity to accommodate BRT in the so-called "emergency lanes" without reducing the number of general traffic lanes, and given the often stated goal and reasonable expectation that BRT will be implemented within the foreseeable future, the Village of Tarrytown requests that the review consider whether the lead agencies' failure to take a hard look at the environmental impacts of BRT constitutes segmentation as defined under SEQRA and/or NEPA or any other applicable State or Federal statute.
1076	Forrest, Bruce On behalf of Tish DuBow the Mayor of the Village of South Nyack and Jerry Ilowite the Chairman of our Comprehensive Planning Board	27-Oct-11	Oral Testimony	First, the process. The Village of South Nyack objects to the Scoping process. The Village and the public were given less than two weeks' notice on the Scoping prior to this public hearing. And the November 15th deadline provides us barely 30 days to give adequate consideration.
1077	Forrest, Bruce On behalf of Tish DuBow the Mayor of the Village of South Nyack and Jerry Ilowite the Chairman of our Comprehensive Planning Board	27-Oct-11	Oral Testimony	Further, as we have heard previously, the Scoping Packet was inadequate. It did not describe the project in enough detail for the Village to give adequate consideration and provide any sort of meaningful comment. No design drawings were provided until this evening, and even then and right now are superficial.
1078	Franklin, Marion	18-Nov-11	Letter	As a resident of The Quay of Tarrytown condominium, I am extremely concerned about the proposed new TZ Bridge that is outlined in the scoping document. I am requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our homes.
1079	Gerlis, Sean	27-Oct-11	Oral Testimony	I want you to consider during this project visual communication warnings about what's ahead. I think that's very important for everyone, including people with hearing loss. One in twelve people have hearing loss, deaf or hard of hearing, and having visual signs that communicate about traffic and things to expect up ahead are extremely valuable.
1080	Gettings, Lana	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1081	Gladstone, Rita	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1082	Hadjandreas, Andrew	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1083	Halig, Anne and Steven	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1084	Hecker, Sandra	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1085	Heimroth, Heath Office of Senator Dilan	15-Nov-11	E-mail	"Participating Agencies". The Scoping Information Packet also identifies "cooperating" and "participating" agencies that can offer special expertise in considering environmental impacts or have an interest in the project, respectively. ³ They are responsible for considering impacts on social, environmental and economic impacts, including water and air quality, and construction impacts. Given the Scoping Information Packet's stated interest in building the Tappan Zee spans in a way that will not preclude transit alternatives in the future, why would agencies with rail or transit expertise not be included as, at the very least, participating agencies? Is there an entity that is better equipped to advise on how best to build the bridge in a non-exclusionary way than Metro-North, Metropolitan Transportation Authority, and Federal Transit Administration? Will they be invited or included? Additionally, multiple references are made in the Scoping Information Packet to the Tappan Zee's importance for safety purposes, including its importance for emergency response, civil defense, and its status as part of the Strategic Highway Network. Why, then, are the Departments of Defense, Homeland Security, and State Division of Police not listed as participating agencies? Will they be consulted in this process?

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1086	Hesselink-Hicks, Katherine	25-Oct-11	Oral Testimony	My concern really goes to the segmentation issue on the environmental process. NEPA has two goals, public input and informed decision making... [t]he congestion study released results that said that there was increased congestion. There needed to be a 30-mile corridor plan to reduce this congestion. Eventually, the Scoping process led to four main alternatives that were on review in the Draft Environmental Impact Statement process that was recently canceled. ... As it stands now, you're suggesting a four-mile long project, and that's it. And so in this fast-tracking process, one of the goals is to streamline to get this bridge built. But that streamlining goes in complete contrast to addressing all of the alternatives to consider in the EIS. To have a comprehensive Environmental Impact Statement, you have to address these issues, and I don't think you can streamline and also fully comply with the process in doing so. You're going to force a segmentation issue where you're trying to break up the project into a smaller portion Proceedings and not fully address the environmental concerns that are apparent in the future considerations that will come from this project... It's going to go to court if it proceeds as is.
1087	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	First, I am concerned that this project is segmentation from a planning perspective that does not fully address the environmental impacts that the new bridge will create. Segmentation occurs when a project is proposed in which all of the impacts are not clearly outlined and mitigated. The new project that is left according to news reports is simply "a \$5.2 Billion Bridge project" that "does not include but also does not preclude rail and other transit options in the future." Thus, the bridge will have additional capacity, including shoulders, an emergency lane and an additional lane for traffic that is not only making the bridge safer but clearly expanding capacity. Further, I assume that since the bridge "does not include but does not preclude the future inclusion of transit" that structurally the bridge is being proposed and built to allow for the future addition of rail and Bus Rapid Transit. If this indeed is the case, the impact of this future option is while not proposed is being planned for but not examined. I suggest that the impact of the future potential transit that could be included at a later date must be addressed as part of the baseline review otherwise it would appear to be a case of segmentation. Clearly the additional impact of a bridge that is built to allow future transit and BRT capacity must be evaluated in total and not in part as to what is proposed and potentially added in after the fact.
1088	Hoehmann, George Councilman, Town of Clarkstown	15-Nov-11	Letter	In closing, I thank you for your presentation to the Clarkstown Town Board earlier this year and for your efforts to date. The project team is indeed among the best in the world in proposing and developing such an important and comprehensive project. However, I firmly believe that the limitations imposed upon the new project outlined herein appear to be segmentation and appropriate mitigation is not adequately addressed as part of the review process to date as it relates to the environmental impacts the project presents.
1089	Ingoglia, Louis and Jennifer	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1090	Jacob, Klaus	13-Oct-11	E-mail	Was the elimination of transit options as part of the TZB project done unilaterally by the FHWA or with the consent of NYS, the Governor, NYS DOT and MTA? (The answer seems yes, under NYS budget constraints, NYS officials agreed).
1091	Jacob, Klaus	13-Oct-11	E-mail	Was there any input from local communities at the time that the old NOI was rescinded and replaced by the new NOI eliminating transit options.
1092	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	Cooperating Agency - The EIS should clearly identify the Coast Guard (CG) as a cooperating agency so that in accordance with 40 CFR 15056.6 the CG can adopt FHWA's EIS without recirculation of the document.
1093	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 3-3 - Project schedule has ROD being signed by FHWA on 8/4112 with CG permit issuance on 8115112. CG must prepare its own ROD so more time is needed for review and preparation. Also project schedule is unclear as to when permit application will be submitted for CO review and action. Having bridge permit plans submitted at the time of DEIS circulation may afford opportunity for concurrent vice sequential public review periods for both the EIS and CG public review.
1094	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 4-5 - Chart indicating Coordination Points should include dates of permit application submittals.
1095	Kassof, Gary U.S. Coast Guard	15-Nov-11	E-mail	pg 2-4 - Suggest omitting rationale for including NO BUILD ALTERNATIVE i.e. because NEPA says you must.
1096	Kattau, Christina and Patrick	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1097	Kreilshheim, Ilene	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1098	Kroitpen, Audra	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1099	Lindsay, Sharon League of Women Voters of Westchester	15-Nov-11	E-mail	The League of Women Voters of Westchester (LWVW) commends the process pursued by the NYS DOT (NYS DOT), the NYSTA (NYSTA) and MTA Metro-North Railroad (MNR) during consideration of the Tappan Zee Bridge-I-287 Corridor Project in the past few years. Discussions with the stakeholders advisory groups (SAWGs), on which League members served, were thorough, open and inclusive, and those in charge were responsive to suggestions made. We hope this process will continue under the FHWA and the NYS DOT with the Tappan Zee Hudson River Crossing Project unveiled locally on October 25, 2011.
1100	Low-Hogan, Nancy Councilwoman, Town of Orangetown	27-Oct-11	Oral Testimony	I would like to understand better the process that the people who live in South Nyack are going to have to have input into the on/off ramps, the access points for the pedestrian walkway, the bike path, and the general on/off ramps. And I need to understand, is that process going on beyond the November 15th -- I don't understand where that process, sitting down with the people who live in South Nyack as you have done in the past, how does that intersect with this Scoping period?
1101	Markovich, Larry	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1102	Maupovich, Pamela	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1103	Mauskapf, Esq., Hayley Scenic Hudson, Inc.	15-Nov-11	E-mail	Public Input. The new timeline is incredibly fast, with a draft EIS due to be completed in January 2012 and permits and approvals to be in place that summer. 10 While Scenic Hudson understands the desire and need to move forward with the new bridge in a timely manner, this aggressive timeline simply does not allow for adequate public and agency review of the environmental and community ramifications of this new version of the project. It is essential that those who will live with the ramifications of this new design for the next century or more have a meaningful voice in the plans.
1104	McCarthy, Kristina LWV Westchester, Tappan Zee Bridge Committee	15-Nov-11	E-mail	The League of Women Voters of Westchester (LWVW) commends the process pursued by the NYS DOT (NYS DOT), the NYSTA (NYSTA) and MTA Metro-North Railroad (MNR) during consideration of the Tappan Zee Bridge-I-287 Corridor Project in the past few years. Discussions with the stakeholders advisory groups (SAWGs), on which League members served, were thorough, open and inclusive, and those in charge were responsive to suggestions made. We hope this process will continue under the FHWA and the NYS DOT with the Tappan Zee Hudson River Crossing Project unveiled locally on October 25, 2011.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1105	Messina, Maria and Walter Johnson	14-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home. We are also concerned the proposed new TZ Bridge will severely reduce the value of our home and our ability to resell our unit. We expect that our concerns will be addressed as part of the Environmental Review Process and that appropriate mitigation and/or compensation be part of this "hard look".
1106	Mondale, Sarah	27-Oct-11	Oral Testimony	It bothers me when state and federal officials want to plan a meeting for the people of Rockland County and they plan it in the Palisades Center. And I know it bothers a lot of people here. I don't know if you're aware of the history here, but everyone in Rockland knows what a contentious issue this was in the County, how it divided the County. Many people will not come here in Rockland at all. And I know that I hesitated to come tonight, but finally decided to. But I suggest that you look elsewhere for a venue to gather people of Rockland together.
1107	Mustachi, Johanna	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1108	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The U.S. Environmental Protection Agency (EPA) has reviewed the FHWA's (F11WA) Tappan Zee Hudson River Crossing Project Environmental Impact Statement (EIS) Scoping Information Packet dated October 2011. Under the revised scope, the Tappan Zee Hudson River Crossing Project will examine alternatives to correct structural, operational, mobility, safety and security features of the existing Tappan Zee Bridge. As this project has been under study since April 2000, a tunnel alternative and a replacement alternative have been studied and rejected and will not be assessed in this EIS. The alternatives to be presented and analyzed are two designs for a new crossing and a no build alternative. EPA found the Scoping Information Packet to be thorough, and it addresses appropriate areas of environmental impacts to be analyzed, including construction impacts to air quality and the Hudson River for example, in addition to operational impacts. EPA has the following major comments:
1109	Musumeci, Grace U.S. Environmental Protect Agency	14-Nov-11	Letter	The Scoping Comment Period closes on November 15, 2011. The final identification of the range of alternatives should be determined after FHWA has reviewed all the public scoping comments, not on November 15th.
1110	Nagy, Molly	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1111	Noonan, Mr. and Mrs.	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1112	Perillo, Louise and Michael	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1113	Porat, Gradia and Porra	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1114	Rapiilo, Serena	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1115	Roach, Thomas M. Mayor, City of White Plains	16-Nov-11	Letter	The following comments and recommendations are offered regarding additional information or issues that should be included in the Scoping document and the EIS. 1.) Since 2002, the FHWA (FHWA) and the Federal Transit Administration (FTA), NYSTA (NYSTA) and the New York Metropolitan Transportation Authority, Metro-North Commuter Railroad (MTA MNR) have conducted extensive studies for an Environmental Impact Statement (EIS) regarding the Tappan Zee Bridge/I-287 Corridor Project to identify and evaluate alternatives to address the mobility needs of the I-287 Corridor, as well as the structural and safety needs of the Tappan Zee Bridge. On October 12, 2011, FHWA and FTA published an NOI to rescind the Tappan Zee Bridge/I-287 Corridor Project, thereby concluding the environmental review process for that Project which combined studies of the bridge, highway corridor, and public transit needs. Section 1-2 PROJECT HISTORY of the recently released Tappan Zee Hudson River Crossing Project "Scoping Information Packet" ("Scoping Document") states that "Although the Tappan Zee Hudson River Crossing Project will undertake an independent environmental review, the study will rely on previous relevant documents prepared for the Tappan Zee Bridge/I-287 Corridor Project." The Scoping Document discusses alternatives for future public transit but does not provide the rationale for such public transit in a regional context. It is recommended by the City of White Plains that the prior extensive Tappan Zee Bridge/I-287 Corridor Project studies and research completed to date be specifically listed in the Scoping Document as supporting documentation necessary to enable any discussion of public transit alternatives.
1116	Saferstein, Michele	25-Oct-11	Comment Form	Why hasn't there been an independent of NYS study completed?
1117	Sardy, John	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1118	Seperstein, Sherry	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1119	Sitomar, Annette	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1120	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	This section goes on to state "Although the Tappan Zee Hudson River Crossing Project will undertake an independent environmental review, the study will rely on previous relevant documents prepared for the Tappan Zee Bridge/I-287 Corridor Project." (pg. 1-3). More information is needed as to how exactly this will be done. The consensus from the Old Project was that public transportation must be included in the bridge yet the New Project does not include public transportation at all. Also, the 2009 Alternatives Analysis clearly notes on page 73 that building a bridge that includes BRT is entirely feasible within the financial parameters of the New Project. Accordingly, it is virtually impossible to reconcile any of the Old Project's documents with the plans for the New Project. A more detailed explanation of how the Old Project's documents will be used must be included.
1121	Slevin, Kate and Vincent Pellecchia Tri-State Transportation Campaign	8-Nov-11	Letter	The timeline for the New Project is absurdly fast. The Scoping Packet anticipates the Draft EIS being completed within three months of publication of the Notice of Intent and Scoping Packet. Moreover, the Scoping Packet calls for the identification of the range of alternatives by November 15, the same day the Scoping Packet Comments are due. Accordingly, it is very likely the FHWA and State will not be able to consider any alternatives that the public suggests that are feasible. On top of public transportation, there may be other alternatives that are feasible and reasonable that the public will suggest be included in the Draft EIS. To state that the range of alternatives will be identified the day public comments are due, especially in the face of large public support for inclusion of public transportation, makes it very unlikely the NEPA requirement that the EIS "rigorously explore and objectively evaluate all reasonable alternatives" and "devote substantial treatment to each alternative ... so that reviewers may evaluate their comparative merits" can be met. Serious, actual consideration must be given to each feasible, reasonable alternative.
1122	Stack, Patricia	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.

**APPENDIX B
LIST OF COMMENTS**

No.	Name	Date	Type	Comment
1123	Vanderhoef, Scott Office of the Rockland County Executive	14-Nov-11	Letter	PUBLIC PARTICIPATION The Public Involvement plan outlined in the Scoping Document relies heavily on mechanisms already established during the previous corridor study. Given the recent significant change in the scope of the project, it is vital that the project process provide sample opportunities for the public to express their input. Rockland County is pleased that the new crossing project has fast-track status and can proceed expeditiously. However, we urge that both caution and transparency be exercised in the process.
1124	Virga, Mike Office of Assemblywoman Ellen Jaffee	15-Nov-11	E-mail	The key to accomplishing this is actively incorporating input from communities surrounding the new Tappan Zee's landing. Yet to date, and as reflected in the Draft Environmental Impact Study (DEIS), this does not appear to be happening. However, I am encouraged to learn that South Nyack has been designated a cooperating agency.
1125	Wolf, Anita and Martyn	18-Nov-11	Letter	We live at The Quay of Tarrytown condominium and are extremely concerned regarding the proposed new TZ Bridge that is outlined in the above scoping document. We are requesting a "hard look" during the Environmental Review Process at the impact this will have on our health, quality of life and the financial impact on our home.
1126	Woolley, Jonathan	15-Nov-11	E-mail	In the previous study covering the entire corridor from Port Chester to Suffern, the decision to put outreach centers in Nyack and Westchester County was a good idea. Another good idea was the posting of people's comments – and the responses in the Scoping Comments Report – on the web. I request this study's administrators continue these policies, and also they continue posting on the web the information and public comments gathered in the previous study as I believe it will help citizens and other stakeholders better discuss the issues at hand. I also request that, when a person has submitted both oral and written comments, that both be posted and responded to, since the various comments he or she submitted may not always tackle the same issues. It's probably better to build a replacement bridge than to pursue the no-build alternative, due to the current state of the bridge. Both of the suggested designs for the new bridge have their merits aesthetically, strength-wise, and otherwise. Care should be taken to ensure the replacement bridge is earthquake-proof, as well as resistant to the degraders that have worn down the current bridge. The bridge should be designed to last at least one hundred years – there are medieval bridges in Europe which are still usable today, so it should not be impossible for the project's engineers to design a modern bridge that can last at least one hundred years.
1127	Zebrowski, Kenneth P. New York State Assembly	15-Nov-11	E-mail	I want to thank the Department of Transportation for the opportunity to submit these written comments and augment my oral comments made at the local hearing held in West Nyack, New York. Commissioner McDonald has been extremely open during this process, meeting individually with legislators to discuss both the details of this project as well as broader transit policy, therefore, I will limit my comments to a few succinct points that affect my district.