



Metro-North
Railroad



New York State
Department of Transportation



Thruway
Authority



TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW

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

SCOPING COMMENTS REPORT



**Tappan Zee Bridge/I-287 Corridor
Draft Environmental Impact Statement**

May 2009

EARTH TECH | AECOM



Table of Contents

Chapter	Title	Page
1	Introduction	1-1
2	Summary of Comments	2-1
2.1	Scoping Meetings (2003).....	2-1
2.1.1	Transportation Comments.....	2-5
2.1.2	Environmental Comments	2-9
2.1.3	River Crossing Comments	2-12
2.1.4	Process Comments	2-14
2.2	Scoping Update Meetings (2008)	2-16
2.2.1	Transportation Comments.....	2-21
2.2.2	Environmental Comments	2-24
2.2.3	River Crossing Comments	2-27
2.2.4	Process Comments	2-29
2.3	Public Information Meetings (2008).....	2-31
2.3.1	Transportation Comments.....	2-35
2.3.2	Environmental Comments	2-38
2.3.3	River Crossing Comments	2-41
2.3.4	Process Comments	2-43
2.4	Conclusions.....	2-44
2.4.1	Land Use and Transit Oriented Development (TOD).....	2-44
2.4.2	Environmental Review Process	2-45
2.4.3	Transit in the Corridor	2-45
2.4.4	Tappan Zee Bridge.....	2-46
2.4.5	Environmental Impacts	2-46
2.4.6	Highway Improvements.....	2-47
3	Comment Matrices for 2003 Scoping Meetings	3-1
4	Comment Matrices for 2008 Scoping Update Meetings	4-1

Table of Contents (con't)

Chapter	Title	Page
5	Comment Matrices for 2008 Public Information Meetings	5-1

APPENDICES

Appendix A	Comment Letters and Transcripts (2003 Scoping Meetings)
Appendix B	Comment Letters and Transcripts (2008 Scoping Update Meetings)
Appendix C	Comment Letters and Transcripts (2008 Public Information Meetings)

List of Figures

2-1	Advertising for January 2003 Scoping Meetings.....	2-2
2-2	Advertising for February 2008 Scoping Update Meetings	2-18
2-3	Advertising for October 2008 Public Information Meetings.....	2-32

List of Tables

Number	Title	Page
2-1	2003 Commenters and Affiliations	2-3
2-2	Distribution and Percentages of 2003 Comments by Supercategory	2-3
2-3	Total 2003 Comments by Category	2-4
2-4	2008 Commenters and Affiliations	2-19
2-5	Distribution and Percentages of 2008 Comments by Supercategory	2-19
2-6	Total 2008 Comments by Category	2-20
2-7	2008 Public Information Meetings Commenters and Affiliations	2-33
2-8	Distribution and Percentages of 2008 Public Information Meeting Comments by Supercategory	2-33
2-9	Total 2008 Public Information Meetings Comments by Category	2-34
3-1	2003 Comments – Federal	3-3
3-2	2003 Comments – State	3-7
3-3	2003 Comments – Local	3-15
3-4	2003 Comments – Group	3-25
3-5	2003 Comments – Public	3-71
4-1	2008 Comments – Federal	4-3
4-2	2008 Comments – State	4-9
4-3	2008 Comments – Local	4-21
4-4	2008 Comments – Group	4-49
4-5	2008 Comments – Public	4-91
5-1	2008 Public Information Meetings Comments – Federal	5-3
5-2	2008 Public Information Meetings Comments – State	5-5
5-3	2008 Public Information Meetings Comments – Local	5-7
5-4	2008 Public Information Meetings Comments – Group	5-15
5-5	2008 Public Information Meetings Comments – Public	5-31

List of Acronyms and Abbreviations

AGT	Automated Guideway Transit
BPM	Best Practice Model
BRT	Bus Rapid Transit
CEQ	Council on Environmental Quality
CRT	Commuter Rail Transit
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCT	Grand Central Terminal
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HOV/HOT	High-Occupancy Vehicle/High-Occupancy Toll
IMPO	Inter-Metropolitan Planning Organization
LOS	Level of Service
LRT	Light Rail Transit
MAGLEV	Magnetic Levitation
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
MTA/Metro-North	Metropolitan Transportation Authority/Metro-North Railroad
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NYC	New York City
NYCDEP	New York City Department of Environmental Protection
NYMTC	New York Metropolitan Transportation Council
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSTA	New York State Thruway Authority
O&D	Origin and Destination
PANYNJ	Port Authority of New York and New Jersey
ROD	Record of Decision

List of Acronyms and Abbreviations (con't)

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAWG	Stakeholders Advisory Working Group
SEQRA	New York State Environmental Quality Review Act
SOV	Single-Occupant Vehicle
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TOD	Transit-Oriented Development
TSM	Transportation Systems Management
TZB	Tappan Zee Bridge
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled



1 Introduction

The Project Sponsors - New York State Department of Transportation (NYSDOT), the New York State Thruway Authority (NYSTA), and Metro North Railroad (an agency of the Metropolitan Transportation Authority [MTA]) in cooperation with the Federal Partners - Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) for the Tappan Zee Bridge/I-287 Corridor in Rockland and Westchester Counties, New York (NY). The EIS is being prepared in accordance with:

- The National Environmental Policy Act of 1969 (NEPA), as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] parts 1500-1508).
- FTA/FHWA NEPA environmental impact regulations as defined in 23 CFR part 771 (*Environmental Impact and Related Procedures*).
- Council on Environmental Quality (CEQ) NEPA environmental impact regulations as defined in 40 CFR 1500-1508.
- FTA/FHWA statewide planning/metropolitan planning regulations as defined in 23 CFR part 450 (*Planning and Assistance Standards*).
- Requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002.
- The New York State Environmental Quality Review Act (SEQRA).

The purpose of the EIS is to evaluate multimodal highway and transit alternatives that will address the transportation and mobility needs of the 30-mile Tappan Zee Bridge/I-287 Corridor from Suffern to Port Chester, NY. Additionally, the structural and security needs of the Tappan Zee Bridge will be evaluated, as will other existing highway-improvement needs within the corridor. The EIS will examine existing socioeconomic and environmental conditions within the corridor, evaluate potential impacts of the transportation improvement alternatives (in addition to the No Build Alternative), and will investigate mitigation necessary to alleviate these impacts. The EIS will present a tiered analysis of environmental impacts: a Tier 1 transit analysis and a Tier 2 bridge and highway analysis.

A key component of EIS development is the scoping process. The scoping process for the Tappan Zee Bridge/I-287 Corridor Project started with the 2003 Scoping Meetings and is closing with the publication of the *Scoping Summary Report* (May 2009). The *Scoping Summary Report* provides an overview of the findings of the scoping process, as well as how public and agency comments have affected the development of the NEPA process. The scoping process has been used to identify the range of alternatives, impacts, and significant issues to be addressed in the DEIS. The *Scoping Summary Report* can be found on the project Web site (www.tzbsite.com) and at document repositories in the corridor (locations are also listed on the Web site).

Chapter 3 of the *Scoping Summary Report* (May 2009) includes a brief synopsis of the comments received at the 2003 Scoping Meetings, the 2008 Scoping Update Meetings, and the 2008 Public Information Meetings and within each of their respective comment periods. In this *Scoping Comments*

Report, the comments are summarized in a narrative form in Chapter 2, while Chapters 3, 4, and 5 present detailed matrices with responses to each comment received.

Key points in the scoping process included the following:

- **Notice of Intent (NOI) (December 23, 2002)** - The NOI announced January 2003 scoping meetings and availability of the *Scoping Information Packet* (January 2003). The public was requested to suggest alternatives and focus on specific environmental issues and other relevant factors that should be evaluated during the course of the project.
- **Public Scoping Meetings (January 14, 15, 16, 2003)** – Comments were accepted until March 4, 2003. Comments were reflected in preparation of the *Alternatives Analysis Report* (January 2006).
- **Revised NOI (February 14, 2008)** – The revised NOI announced the February 2008 Scoping Update Meetings, availability of the *Scoping Update Packet* (February 2008), and requested comments on the Packet, Purpose and Need, Range of Alternatives, *SAFETEA-LU Section 6002 Coordination Plan*, and evaluation methodologies.
- **Public Scoping Update Meetings (February 26, 27, 28, 2008)** – The evaluation criteria to be used to conduct the Level 3 screening of transit modes and bridge rehabilitation and replacement options were described. It was also noted that if the Level 3 screening results in the elimination, combination, or modification of one or more of the alternatives, this would be disclosed as part of the revised environmental review process and documented in the DEIS, thus affording the opportunity for public and agency review and comment during the DEIS public hearings. It was also noted that specific scopes for the environmental studies to be used in the Level 3 screening process and subsequent tiered analysis in the DEIS would be established during the public and agency scoping update process. Comments were accepted until March 31, 2008.
- **Press Release/Announcement of Transit Mode and Bridge Rehabilitation and Replacement Option Recommendations (September 26, 2008)** – The press release announced the Public Information Meetings in October 2008 where the transit mode and bridge recommendations would be presented in detail.
- **Public Information Meetings (October 28, 29, 30, 2008)** – The public was invited to provide comments on the draft *Transit Mode Selection Report* (September 2008) and the draft *Alternatives Analysis for Bridge Rehabilitation or Replacement Report* (September 2008). Comments were accepted until December 1, 2008.

2 Summary of Comments

This chapter presents an overall summary of the January 2003 Scoping Meetings, the February 2008 Scoping Update Meetings, and the October 2008 Public Information Meetings conducted for the Tappan Zee Bridge/I-287 Corridor Project.

2.1 Scoping Meetings (2003)

The first set of Scoping Meetings for the project was held in January 2003. Three meetings were held (one each in Westchester, Rockland, and Orange Counties) to invite public comment on the scope of the study, including the Project Purpose and Need, and goals and objectives. The meetings were advertised in a number of local publications (Figure 2-1). Some 282 persons attended the three scoping meetings. In addition, the public was asked to submit their suggestions for improvements to the corridor. The meetings were held at the following locations:



Tuesday, January 14, 2003:
Sleepy Hollow High School
Sleepy Hollow, New York

Wednesday, January 15, 2003:
Palisades Center
West Nyack, New York

Thursday, January 16, 2003:
Orange County Community College
Middletown, New York

By the close of the scoping period in March 2003, the Project Sponsors had received 460 comments from a total of 107 commenters (Table 2-1). The comments can be grouped into four supercategories: transportation, environment, river crossing, and environmental review process (Table 2-2). Of the total of 457 comments, 214 (48 percent) were transportation-related; 125 (27 percent) focused on the environment; 83 (18 percent) concerned the river crossing; and 31 (7 percent) addressed various aspects of the environmental review process. The comments received addressed a wide range of issues that fell into 44 categories (Table 2-3).

The comments in each supercategory are summarized by individual category in Subchapters 2.1.1 through 2.1.4. The comment letters, emails, and transcripts of the 2003 Scoping Meetings are presented in Appendix A. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.

**Figure 2-1
Advertising for January 2003 Scoping Meetings**

Publication	Published Dates
Times Herald Record (Daily)	Wednesday, January 15 Thursday, January 16
Journal News (Daily)	Friday, January 10 Sunday, January 12 Tuesday, January 14 Wednesday, January 15 (Rockland only)
PennySaver (Weekly)	Wednesday, January 15

Your Ideas Count!

Please join
New York State Thruway Authority and MTA Metro-North Railroad
for the
**Tappan Zee Bridge/I-287 Environmental Review
Scoping Meetings**

Project Overview
The New York State Thruway Authority and MTA Metro-North Railroad under the direction of the National Environmental Policy Act co-lead agencies: The Federal Highway Administration and Federal Transit Administration, have launched a comprehensive study of regional transportation needs in the I-287 Corridor that will help determine how to improve mobility from Suffern to Port Chester.

- Come Give Your Comments On:**
- ✓ Draft Purpose and Need
 - ✓ Draft Goals and Objectives
 - ✓ Preliminary Alternatives

For transit info:
Metro-North Railroad 1-800-METRO-INFO
Tappan ZEE Express Bus Service: 845-364-3333

For more information or special needs:
Contact Veronica Bailey at
Howard/Stein-Hudson Associates
Phone: 917-339-0488
E-mail: vbailey@hshassoc.com



For more information, and to download a copy of the Scoping Information Packet,
please visit the study Website at www.tzsite.com.

Locations:

Sleepy Hollow High School Auditorium
210 North Broadway
Sleepy Hollow, NY
Tuesday January 14th, 2003

Palisades Center
Adler and Besso Rooms
1000 Palisades Center Drive
West Nyack, NY
Wednesday January 15th, 2003

Orange County Community College
Bio Tech Building, Room 207
115 South Street
Middletown, NY
Thursday January 16th, 2003

Informal open house
4:00 p.m. to 9:00 p.m.

Formal Presentations
4:30 p.m. and 6:30 p.m.

Study personnel will be on hand for informal discussions for the duration of the open house.

Your Ideas Count!

Please join
New York State Thruway Authority and MTA Metro-North Railroad
for the
**Tappan Zee Bridge/I-287 Environmental Review
Scoping Meetings**

Project Overview
The New York State Thruway Authority and MTA Metro-North Railroad under the direction of the National Environmental Policy Act co-lead agencies: The Federal Highway Administration and Federal Transit Administration, have launched a comprehensive study of regional transportation needs in the I-287 Corridor that will help determine how to improve mobility from Suffern to Port Chester.

- Come Give Your Comments On:**
- ✓ Draft Purpose and Need
 - ✓ Draft Goals and Objectives
 - ✓ Preliminary Alternatives

For transit info:
Metro-North Railroad
1-800-METRO-INFO
Tappan ZEE Express Bus Service:
845-364-3333

For more information or special needs:
Contact Veronica Bailey at
Howard/Stein-Hudson Associates
Phone: 917-339-0488
E-mail: vbailey@hshassoc.com



For more information, and to download a copy of the Scoping Information Packet,
please visit the study Website at www.tzsite.com.

Locations:

Palisades Center
Adler and Besso Rooms
1000 Palisades Center Drive
West Nyack, NY
Wednesday January 15th, 2003

Orange County Community College
Bio Tech Building, Room 207
115 South Street
Middletown, NY
Thursday January 16th, 2003

Informal open house
4:00 p.m. to 9:00 p.m.

Formal Presentations
4:30 p.m. and 6:30 p.m.

Study personnel will be on hand for informal discussions for the duration of the open house.

Table 2-1
2003 Commenters and Affiliations

Commenters' Affiliation	Number of Commenters	Number of Comments
Federal	2	10
State	4	31
Local	10	39
Group	36	200
Public	55	180
Total	107	460

Table 2-2
Distribution and Percentages of 2003 Comments by Supercategory

Supercategory	Number of Comments	Percent of Total Comments
Transportation	221	48
Environment	125	27
River Crossing	83	18
Process	31	7
Total	460	100

Table 2-3
Total 2003 Comments by Category

Category	Number of Comments Received for each Category, by Commenter Affiliation					
	Federal	State	Local	Group	Public	ALL
Air and Noise		2	4	15	8	29
Best Practice Model (BPM)		1		1		2
Bridge Rehabilitation	1			4	8	13
Bridge Replacement	1			10	16	27
Bus Rapid Transit (BRT)				1	1	2
Bus Service				3	6	9
Commercial Highway Vehicles			1	2	5	8
Community Impacts			1			1
Commuter Rail (CRT)		4	4	17	34	59
Construction Impacts			1	4	2	7
Cost / Financing		3	1	8	6	18
Cumulative Impacts / Growth Inducing Impacts		3		8	1	12
Energy						0
Environmental Impacts (General)	1	1	1	1	1	5
Environmental Justice				1		1
Evaluation Criteria						0
Ferry Service	1	1	3	3	5	13
Freight Rail Service		1	1	3	3	8
Hudson River	1	1	1	4		7
Land Use			2	5		7
Light Rail (LRT)		1		4	1	6
Maps						0
Mitigation	1					1
Navigation		1		1		2
No Build Alternative				1	2	3
Non-Motorized Transportation (Bicycles and Pedestrians)					3	3
Other River Crossing Locations				3	3	6
Park-and-Ride Facilities				4	3	7
Process (General)		1	2	8	4	15
Property Acquisitions		1	2	3	5	11
Public Involvement	1	1	2	3	2	9
Purpose and Need				3	1	4
Recreation				2	1	3
Regional Planning		2	3	16	8	29
Safety and Security				3	2	5
Seismic Performance						0
Tiering						0
Traffic / Highway		2		14	15	31
Transit	1		4	12	8	25
Transit Oriented Development (TOD)				2		2
Transportation Demand Management / Transportation Systems Management (TDM/TSM)		1	3	14	5	23
Tunnel		2	2	14	19	37
Visual Impacts		1	1	3	1	6
Water Resources	2	1			1	3
Total	10	31	39	200	180	460

2.1.1 Transportation Comments

More than half of all transportation comments were directed toward preferences for, or remarks or questions concerning, mass transit modes and related issues; the majority of these comments focused on commuter rail service, with some addressing rail service beyond the corridor. After transit-related comments, issues related to vehicular traffic and roadways in the corridor were the most frequent topics, constituting roughly a third of all transportation comments, with increasing congestion and the need for roadway improvements as major concerns. The remaining transportation-related comments focused on a wide range of non-specific transit-mode issues and on other transportation topics, including goods movement, aviation, and provisions for non-motorized transit.

2.1.1.1 Best Practice Model (BPM)

There was concern about expansion of highways into environments where demand for land development is high and brings additional and longer vehicle trips. This phenomenon must be considered through sophisticated modeling with clear numbers for both diverted trips and induced (new) trips. The project must demonstrate the sustainability of the new capacity and should explicitly address the problem of induced sprawl development and traffic.

The Port Authority of New York and New Jersey indicated that they would like to ensure an understanding of assumptions and projections for travel demand forecasts for the study corridor in order to maintain reasonable alignment with forecasts being developed for investment and operational planning at the crossings south of the Tappan Zee Bridge. They indicated that modeling assumptions regarding trans-Hudson commutation via the regional rail transit network should be reviewed as part of study coordination efforts with other ongoing regional transit investment studies.

2.1.1.2 Bus Rapid Transit (BRT)

One commenter expressed concern that a trolley bus system would be impractical because the conveyance cannot move away from its course any further than the trolley cars allow. A supporter advocated further consideration of BRT using an added high-occupancy vehicle (HOV) lane.

2.1.1.3 Bus Service

There was strong support for a bus transfer station on the east side of the bridge that would connect commuters to the Metro-North lines. There was also support for an improvement in the *Bee-Line* service within Westchester County and to Rockland County. There were other suggestions related to bus service:

- The need for late express bus service from New York City to Monsey.
- Expanded service from Rockland County to Tarrytown and points south.
- A proposed Rockland County I-287 bus system, with a monorail to cross the Tappan Zee Bridge that would connect commuters to the Metro-North lines in Tarrytown.

2.1.1.4 Commercial Highway Vehicles

Ideas concerning commercial vehicle programs included the following:

- Creation of a Hudson River truck-crossing corridor further north of the existing bridge.
- A north-south truck route connecting I-287 to I-84 in Westchester County.
- Collection of commuting patterns from large employers.
- Incentives to use other Hudson River crossings or disincentives for trucks to use the Tappan Zee Bridge crossing.

2.1.1.5 Commuter Rail (CRT)

There was support for commuter rail lines and a call for an analysis of whether each proposed alternative could incorporate commuter rail. A principal concern was the need for the study sponsors to consider all development projects in the region. For example, the major investment study by NJTransit for the new commuter rail crossing of the Hudson River that is linked to the NJTransit network and to the Penn Station, New York complex should be studied to understand traffic impacts in the Tappan Zee Bridge/I-287 Corridor. There was also support for cross-Rockland County and cross-Westchester County commuter rail lines providing connections to Orange County.

2.1.1.6 Cost/Financing

A major concern was that the federal funds needed for the project may not be available, especially considering all of the competing projects in the region. Specific concerns were that the necessary ridership may not be there to warrant federal funds for a mass transit project. There was support for a comparison of the capital and maintenance costs of each proposed alternative, an analysis of the impact on commuters with respect to fares, and the financial impact on state and local communities if they must finance the project. There was also support for the exploration of the cost savings on restoration of the old bridge if it were for automobiles only, with a new bridge built for buses, trucks, and rail.

2.1.1.7 Ferry Service

There was strong support for an increase in passenger ferry service. Proposed routes were from Rockland County to New York City, including stops in Westchester County, and between Newburgh and Beacon. Other suggestions included year-round operation and air-conditioned ferry service.

2.1.1.8 Freight Rail Service

There was strong support for modifications to enhance goods movement in the region. Suggestions included the following:

- A new freight river-crossing closer to Manhattan.
- A study of freight movement throughout the region (New York City to Albany, including Long Island), not just in the corridor.
- Separation of truck and auto traffic.

- Expansion of congestion pricing for trucks.
- Study of freight movement attributable to Stewart Airport.
- Removal of freight movement from the study and considering it as a separate issue.

2.1.1.9 Light Rail Transit (LRT)

Various alternatives for implementing light rail transit were recommended, as follows:

- Suffern or Nyack to White Plains or Connecticut, implementing a Hudson River light rail crossing and linking this with an extension of the Hudson Bergen light rail through to Tenafly.
- A rail system on the west side of the river.
- A connection of the West Shore Line to the Harlem and Hudson Lines.

2.1.1.10 Navigation

The concern regarding navigation had to do with consideration of the impacts of any proposed project on the Port of New York.

2.1.1.11 Non-Motorized Transportation (Bicycles and Pedestrians)

There was support for bicycle and pedestrian paths to be added to any river crossing.

2.1.1.12 Park-and-Ride Facilities

Parking improvements at various locations throughout the region were advocated. Proposed improvements varied, from improved signage at lots and pay areas to calls for increasing the number of spaces at specific lots. There was also support for the addition of new park-and-ride lots to encourage the use of mass transit.

2.1.1.13 Traffic/Highway

There was agreement that the traffic in the region is growing. The biggest concern at the time was that building more lanes would only bring more traffic. There was a call for a study to assess traffic in the region now, as well as traffic in the years to come and recommendations for implementing a solution with those demand levels in mind. Rockland County is a growing area, with serious traffic congestion and delays that must be addressed. Suggestions included a plan for north-south traffic as well as east-west traffic, and a study of the impact on traffic and cost if a team of three or four tow trucks were kept in constant circulation on the bridge.

There was also support for roadway improvements of some form and identification of those targeted roadways to the public. Speed limit increases were proposed, along with more lanes on I-287. In addition to a railroad along the highway, a double-decker I-287 was proposed by some. Others dismissed the need for additional capacity on I-287 and opposed a double-decker highway. Specific interchange and roadway capacity improvements were also addressed.

An analysis of the method for performing the traffic analysis to ensure it is as accurate as possible was advocated. Several methods were proposed to ensure accuracy:

- Use *E-ZPass* to track commuters and their routes.
- Survey commuters and truck drivers to obtain their origin and destination information.
- Study traffic on the weekends.
- Coordinate with the Port Authority of New York and New Jersey regarding the assumptions and projections for travel-demand forecasts.

2.1.1.14 Transit

Mass transit of some type in the corridor was supported and topics for consideration covered a wide range of suggestions. High-speed rail service was advocated, with a Hudson River crossing and connection to New York City and all area airports. An expansion of light rail was proposed from the New Jersey stations into Rockland County, and inter-city rail service was also proposed. Other suggestions included the following:

- High-speed rail all across New York.
- East-west transit service using existing stations.
- Rail connection between Suffern and Port Jervis, all the way to Westchester County, with connections to other transit modes.
- Expansion of the study to include the feasibility of extending the Tappan Zee Bridge/I-287 Corridor to Long Island.
- Light rail and small-bus service to Westchester County, the Bronx, Long Island, and New England.
- Haverstraw to New York City ferry service.
- West Shore Line service to West Haverstraw.
- A rail station under the bridge at the Hudson Line to enable bus transfers.
- A combination of cars, trains, and boats.
- Busing to train stations.
- Rail service across Rockland and Westchester Counties.
- Rail connection to Long Island, Rockland County rail connection to New Jersey (NJ) stations with a connection to Westchester County.
- Reinstatement of the West Shore Line.
- Rail along I-287.
- A rail link between Stewart Airport and Metro-North, crossing the Hudson River at Newburgh.
- An increase in the existing service.

Dissenters voiced opposition to rail development of any kind or to rail development without ridership justification and cost-benefit analysis.

2.1.1.15 TDM/TSM

Demand management was supported with numerous suggestions:

- Guaranteed rides home.
- Parking ratios tied to the availability of transit.
- Luxury bus service to major employment centers.

- Resumption of West Shore Line rail service.
- An HOV lane on the bridge with an option for other vehicles to buy their way into the lane.
- Staggered or flexible day work schedules by employers.
- Improvements to *E-ZPass*.

Demand management would build public confidence in the project and provide some congestion relief in the near term.

Implementation of TSM measures to reduce congestion were advocated. It was felt that they would build public confidence in the project and provide congestion relief in the near term. There were numerous suggestions:

- Dedicated bus lane.
- BRT.
- High-speed tolls.
- Congestion pricing once area construction is complete.
- Bus and carpool.
- Incentives for carpooling.
- HOV lanes and HOT lanes open 24 hours/7 days per week.
- A van system from Rockland to Westchester County.

High-speed tolls at the bridge, reduced-fare schedules for off-peak travel, and increased truck tolls were supported. Congestion pricing was specifically opposed.

There was also support for implementing intelligent transportation systems (ITS) along the entire I-287 corridor as part of an early action plan and adding, as part of the study criteria, “interfacing with region-wide efforts to develop a regional ITS architecture plan.”

2.1.2 Environmental Comments

Comments were received regarding many environmental disciplines. The comments generally requested that certain studies or issues be addressed in the DEIS.

2.1.2.1 Air and Noise

The focus was on the need for a study of the impact on air quality of all proposed alternatives. There was a call for an epidemiological study of the region to determine the degree of illness and disease. The concern expressed was that any alternative that brings increased vehicular traffic would have a negative impact on air quality in an area that is already a non-attainment zone. There were advocates for increasing mass transit to decrease the number of vehicles polluting the air.

There was strong support for stopping the spread of noise and for reducing the noise levels near the Thruway. The biggest issue was what the noise would be like if the vehicular capacity were increased. There was a call for a study to assess the impact of traffic on noise levels and epidemiological studies to determine the degree of illness and disease attributable to traffic noise. It was suggested that noise barriers, both during and after construction, are needed for residents living near the Thruway.

2.1.2.2 Community Impacts

Several comments were received expressing concern about impacts on local communities. The commenters wanted to ensure that the needs and concerns of the local communities are addressed, specifically traffic and congestion in and around the communities that intersect with the corridor.

2.1.2.3 Construction Impacts

The biggest concern was the need to minimize the impacts of construction on the commuters, residents, businesses, and other Hudson River crossings that share the load.

2.1.2.4 Cumulative Impacts/Growth-Inducing Impacts

Requests that focus be placed on an analysis of the project's cumulative impacts were made by several commenters.

The belief was that if additional vehicular capacity were to be provided, it would be filled by additional vehicles. One commenter requested studies that would assess the impact of increased vehicular capacity and the growth-inducing impacts of each alternative. Growth-inducing impacts should be considered in the communities, industrial areas, utility infrastructure, land-development patterns, and in connection with the area's airports.

2.1.2.5 Energy

There were no comments on energy.

2.1.2.6 Environmental Impacts (General)

The Alternatives Analysis and the EIS should contain a discussion of impacts to terrestrial resources, including indirect impacts such as introductions of exotic species and changes in human use patterns.

2.1.2.7 Environmental Justice

An examination of environmental justice was advocated as part of the analysis of any alternative.

2.1.2.8 Hudson River

Concerns about Hudson River ecosystems and water resources ranged from the very broad to the very specific. There was support for a study to assess the impact of any proposed alternative on the river quality, especially if a new bridge with a new footprint disturbs the river bottom. Commenters indicated that the impacts to resources should be quantified. Among the other concerns raised were the following:

- Potential resuspension of contaminated sediments.

- Changes to bottom substrate and contours and increase in wildlife.
- Endangered wildlife near the project area.
- Impacts to wetlands and water bodies.
- Surface water quality.
- Demolition impacts on water quality.
- Road runoff caused by increased traffic.

2.1.2.9 Land Use

The most common theme regarding land use was the concern that the proposed land-use analysis of 0.5 miles on either side of the corridor is insufficient for this project. There was also concern regarding the need for good housing in the region; the need to make some form of compensation to Rockland County by moving the traffic away; the viability of higher-density development near new stations for mass transit; consideration of the impacts of any project on neighboring communities; and the impacts on Stewart Airport, the Stewart buffer lands, and the surrounding communities.

2.1.2.10 Maps

There were no comments on maps.

2.1.2.11 Mitigation

The Alternatives Analysis and the EIS should discuss measures that would be taken to avoid and minimize impacts as well as measures taken to avoid accidental or indirect impacts. All such impacts should be broken down by habitat type and all measures taken to avoid direct, indirect, and accidental impacts to environmental resources should be included in the Alternatives Analysis and the EIS.

2.1.2.12 Property Acquisitions

There was strong objection to the taking of private land for any new project. The concern was that if a new bridge or tunnel were constructed or if modifications were made to the existing bridge, additional land would be necessary on both sides of the river and therefore people and businesses would be displaced. There was a desire for assurances that people would not be displaced.

2.1.2.13 Recreation

The Hudson River is a recreational resource and there was support for encouraging the consideration of recreational impacts in any proposed alternative.

2.1.2.14 Regional Planning

A variety of comments were expressed regarding the project in the context of regional planning, including:

- Access to Stewart Airport and other airports in the region.
- Access to the Hudson River for tourism and recreational purposes.
- Development trends in the region.
- Extending the corridor to Long Island.
- Expanding the corridor-wide study to a region-wide study.
- Suggestions for regional transportation improvements.
- Projected growth in local communities.

2.1.2.15 Transit Oriented Development (TOD)

Support was expressed for TOD. It was requested that for all new potential stations for mass transit, the potential and desirability of higher density development near stations and the realistic likelihood of achieving such development considering the very local control of zoning and land use decisions be considered.

2.1.2.16 Visual Impacts

The biggest concern was that the aesthetic impacts of any alternative would be considered. Visual simulations of all alternatives were suggested to assess the impact on the visual resources. There was support for a study to determine which guidelines would be needed to establish visual consistency and themes.

2.1.2.17 Water Resources

The EIS must include a description of the wetlands and water bodies that would be impacted by each alternative. Despite efforts to avoid and reduce impacts to wetlands and other waters, compensatory mitigation is likely to be necessary. The EIS should include a conceptual mitigation plan that identifies possible mitigation sites and options for wetland restoration/creation.

2.1.3 River-Crossing Comments

River-crossing comments are those in which commenters express a preference for, or otherwise discuss, the Hudson River crossing itself in the context of the current project. Comments favoring tunnel options as the means to carry transit and traffic had the largest number of supporters, making up about one third of all river-crossing comments. Next were those in favor of replacing the current bridge with a new structure – about one quarter of comments – followed by those advocating rehabilitation of the existing Tappan Zee Bridge and those in favor of ferry services.

2.1.3.1 Bridge Rehabilitation

Advocates for bridge rehabilitation supported fixing the bridge, but did not provide a specific plan; rather, they supported rehabilitating the bridge with full-width shoulders and/or emergency-vehicle access lanes. Other suggestions in support of rehabilitating the bridge included:

- Conducting an independent study of the bridge.

- Installing high-speed *E-ZPass* lanes at the Tappan Zee Bridge toll plaza.
- Rebuilding the bridge inline with the capacity of I-287.
- Providing access for cyclists across the bridge.

Opponents of bridge rehabilitation cited the inability of the roadways on either side of the bridge to handle any increased vehicular traffic.

2.1.3.2 Bridge Replacement

A new bridge was supported. An increase in traffic lanes to accommodate breakdown lanes and emergency-vehicle access was also advocated. Recommendations for the type of bridge to replace the existing bridge varied, from a signature bridge that would attract visitors to a bridge with a rail aspect incorporated into it to a triple-decker bridge with cars, freight, and passenger rail. Bicycle and passenger-crossing access was suggested.

Bridge opponents cited an increase in traffic with a new bridge, the need to modify all other roads and transportation facilities to accommodate the new capacity on the bridge, and concerns about the impact of the modified footprint on the river currents and tidal patterns. Some provided suggestions for an elevated roadway, instead of the bridge, with means for shipping to pass through the center.

2.1.3.3 Other River Crossing Locations

There was strong support for a new Hudson River crossing in a new corridor. Advocates supported a new bridge and tunnel, among other suggestions. Tunnel advocates supported a tunnel halfway between the Tappan Zee Bridge and the George Washington Bridge, connecting a natural valley behind the Hudson Palisades to the Saw Mill River Valley. This tunnel would connect to the Cross County Parkway and run to I-95 north of New Rochelle. Bridge advocates supported a new bridge in Newburgh, a new bridge slightly north or south of Nyack, and a rail crossing at Piermont with a car crossing at Alpine-Yonkers, and an expansion of the New Jersey Hudson-crossing bridges. Other bridge alternatives included Route 299 in Ulster County to a new route in Dutchess County, and a passenger crossing connecting the Palisades Parkway (in Rockland County) to Route 117 in Westchester County.

2.1.3.4 Safety and Security

Advocate stated that the bridge is a lifeline structure and cannot be eliminated because there is no better location for interlinking the different highway systems.

The biggest issues were the need to improve the Indian Point evacuation capacity, the need for any new crossing to withstand a terrorist attack, the need for daily fire truck/emergency vehicle access, and other security enhancements.

2.1.3.5 Seismic Performance

There were no comments on seismic performance.

2.1.3.6 Tunnel

There was support for a tunnel in the corridor. Several options for the location and length of the tunnel were proposed, along with general support for the tunnel without a specific plan. Following are some examples:

- A tunnel under the Hudson River if the bridge is inadequate.
- A tunnel running the entire length of the I-287 corridor and then across the Long Island Sound with egress points all along its length.
- A tunnel from Orange County to Syosset, Long Island.
- A tunnel from Long Island to Connecticut.
- A tunnel from the Tilcon property in Rockland County to Hook Mountain, then crossing the Hudson River to the General Motors property in Westchester County.
- Rail south along the river to connect to Westchester County.

There is also support for combining passenger car with rail and/or freight in the tunnel and turning the land above the tunnel back to greenway open space. Opponents of the tunnel raise questions as to the ingress/egress, exhaust vents, potential displacement of people, safety, guarantees that the bridge would disappear, demolition costs, air quality, maintenance costs, etc.

2.1.4 Process Comments

2.1.4.1 Evaluation Criteria

There were no comments on evaluation criteria.

2.1.4.2 No Build Alternative

The main issues were that the study fully assess the impacts of the No Build Alternative, including an economic analysis of the impact on the economy, including a specific focus on Westchester County in its entirety – not just the corridor – and that an assessment of the legal ramifications of the No Build Alternative be performed. There was also support for ensuring that the No Build Alternative takes into account the impact of instituting demand-management measures and implementing high-speed *E-ZPass*.

2.1.4.3 Process (General)

Concerns over process covered a wide spectrum of issues: everything from praise for the Project Sponsors for the strong public outreach and involvement, to recommendations on expansion of the study to include a region-wide analysis, to calls for independent specialists to evaluate procedures and recommendations proposed as part of the corridor study. Among the suggestions were the following:

- Evaluation of regional traveler destinations.
- Shifting the focus away from New York City.
- Investigation of the effects of having a private project sponsor.
- Improvement of already implemented short-term measures.

- Merging this process with other regional EIS processes.
- Removal of the Thruway Authority.
- Identification of delay as a factor to be examined in the study of alternatives.
- Adherence to the condition set forth in the Major Investment Study (MIS) approval by NYMTC that construction of a transit line and any new crossing occur and be financed concurrently.
- Expediting the study timeline.
- A study of the best management process for managing bridge development.

2.1.4.4 Public Involvement

There was strong support for involving the people most directly affected (local communities). There was also support for the study sponsors to address issues raised by the public and to continue to allow the public the opportunity to provide meaningful input.

2.1.4.5 Purpose and Need

A number of commenters offered suggestions for modifying the Purpose and Need and goals and objectives, such as:

- Extend the Purpose and Need to improve mobility by emphasizing cleaner and more sustainable systems of transportation efficiency, alternative fuels, and increased public transit.
- Statement of Purpose and Need should avoid past mistakes of adding more lanes of highway capacity.
- Shift travel away from the peak period.
- Implement short-term, low-cost capital improvements now.
- Improve mobility without increasing Thruway or highway capacity.

2.1.4.6 Tiering

There were no comments on tiering.

2.2 Scoping Update Meetings (2008)

As part of the continuation of an extensive environmental review process, three public Scoping Update Meetings were held in Westchester, Orange, and Rockland Counties on February 26, 27, and 28, 2008, respectively, attended by more than 330 people. The meetings were advertised in a number of local publications (Figure 2-2). The meetings were held at the following locations:



Tuesday, February 26, 2008:
The Performing Arts Center
Purchase College
State University of New York
Purchase, New York

Wednesday, February 27, 2008:
Orange-Ulster BOCES
Emanuel Axelrod Special Education Center
Goshen, New York

Thursday, February 28, 2008:
Palisades Center
West Nyack, New York

Each was a formal forum for sharing project-related information and obtaining public comments. Members of the project team were on hand to guide attendees through several displays, including maps of each of the six preliminary alternatives under consideration in the DEIS, as well as three new options.

The display boards also included material on the environmental analysis, review process, and schedule, as well as illustrations of possible configurations of the bridge rehabilitation and replacement alternatives/options. Two video presentations played continuously, one providing the background and explaining the current study alternatives and options, the other explaining the revised environmental review process. Copies of the *Scoping Update Packet* (February 2008) and the revised Notice of Intent (NOI) were also available. In addition, a formal presentation was given twice at each event, and members of the public were given the choice of presenting their comments orally, in writing, or dictating them to a stenographer.

A formal presentation to the general public was also given twice at each event, describing the adaptation of the project to the revised environmental review process under SAFETEA-LU Section 6002 where public involvement is also enhanced by requiring public review and comment on all aspects of the project. Members of the public were given the opportunity to present their comments orally at the conclusion of each presentation session. These presentations and comments were recorded by a stenographer. In addition, members of the public were also given the opportunity to present their comments privately to a stenographer or in writing on project comment forms.

The comment period began with issuance of the revised NOI on February 14, 2008 and concluded on March 31, 2008. A total of 290 individuals and organizations submitted 620 comments (Table 2-4). All of the comments can be grouped into four supercategories (Table 2-5). Transportation comments made up

279 (45 percent) of the total of 620 comments; comments about the environment numbered 124 (20 percent); river crossing comments numbered 138 (22 percent); and comments about the environmental review process numbered 79 (13 percent) of the total. Each individual comment was assigned to one of 44 categories. Tabulations of comments by category are shown in Table 2-6. Comments were submitted by:

- Five federal entities, one of which is a Cooperating and Participating agency (the United States Environmental Protection Agency [USEPA]).
- Ten state entities and state-level elected officials. One of the state entities is a Cooperating and Participating state agency (the New York State Department of Environmental Conservation [NYSDEC]); among the state-level elected officials are E. Diana, R. Brodsky, H. Cornell, A. Bradley, and E. Jaffee.
- Eighteen local governmental organizations, including both elected and appointed officials and a representative of the project's New York City Cooperating and Participating agency (the New York City Department of Environmental Protection [NYCDEP]). Twenty-three representatives of public-interest and other advocacy groups, such as Scenic Hudson, Riverkeeper, and the Regional Plan Association.
- A total of 257 private individuals/business representatives/concerned groups.

The comment letters, emails, and transcripts of the 2008 Scoping Update Meetings are presented in Appendix B. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.

An overview of the comments in each supercategory is presented in Subchapters 2.2.1 through 2.2.4, by presenting brief summaries of the comments recorded for the individual categories within each of the four supercategories.

**Figure 2-2
Advertising for February 2008 Scoping Update Meetings**

Publication	Published Dates
El Aguila (Biweekly)	Wednesday, February 13
Times Herald Record (Daily)	Wednesday, February 13 Sunday, February 24 Monday, February 25
Journal News (Daily)	Wednesday, February 13 Sunday, February 17 Monday, February 25
PennySaver (Weekly)	Wednesday, February 13
Hudson Valley Press (Weekly)	Wednesday, February 13

**Tappan Zee Bridge/1-287
Environmental Review**

Get Involved!

Please Join New York State Department of Transportation, New York State Thruway Authority, MTA Metro-North Railroad and FTA/FHWA for:

Public Scoping Update Meetings

Your opinion counts...get involved!

- Learn more about the various alternatives and options being considered for improving mobility on I-287 between Suffern and Port Chester.
- Share your suggestions for improving the corridor.
- View and comment on documents, drawings and maps of the affected areas and learn of new project developments.

Open House: 4pm-9pm
Presentations: 5pm & repeated at 7pm

<p>Tuesday, February 26, 2008 The Performing Arts Center Purchase College State University of New York 735 Anderson Hill Road Purchase, NY</p>	<p>Wednesday, February 27, 2008 Orange-Ulster BOCES Emanuel Axelrod Special Education Center 53 Gibson Road Goshen, NY</p>
---	---

Thursday, February 28, 2008
Palisades Center
Adler and Raso Rooms
1000 Palisades Center Drive
West Nyack, NY

*For more information or special needs:
Contact the project office, at:
Phone: 877-TZB-DOT5 or 877-892-3685
E-mail: info@tzbsite.com*

**Download the Scoping Information Packet at
www.tzbsite.com or call 914-358-0600**

<ul style="list-style-type: none"> ■ Updated Purpose and Need ■ Updated Goals and Objectives ■ Evaluation Criteria 	<ul style="list-style-type: none"> ■ Public Coordination Plan ■ Scope of Environmental Studies
---	--

**Tappan Zee Bridge/1-287
Environmental Review**

Involúcrese!

Reúñese usted con el Departamento de Transporte del Estado de Nueva York, La Autoridad de Autopistas de Nueva York, MTA Metro-North Railroad y FTA/FHWA para:

Alcances Públicos Actualizados

Su opinión es importante...involúcrese!

- Aprenda más sobre las alternativas y opciones que están considerados para mejorar la movilidad en la autopista I-287 entre Suffern y Port Chester.
- Dé sus sugerencias para mejorar la ruta.
- Vea y dé sus comentarios sobre documentos, dibujos, y mapas de las áreas afectadas y aprenda sobre nuevos desarrollos del proyecto.

Exhibición abierta al público: 4-9 pm
Presentaciones: 5pm, repetida a las 7 pm

<p>Martes, 26 de febrero 2008 The Performing Arts Center Purchase College State University of New York 735 Anderson Hill Road Purchase, NY</p>	<p>Miércoles, 27 de febrero 2008 Orange-Ulster BOCES Emanuel Axelrod Special Education Center 53 Gibson Road Goshen, NY</p>
---	--

Jueves, 28 de febrero 2008
Palisades Center
Adler and Raso Rooms
1000 Palisades Center Drive
West Nyack, NY

*Para más información o para necesidades especiales:
Llame a la oficina del proyecto a:
Teléfono: 877-TZB-DOT5 or 877-892-3685
E-mail: info@tzbsite.com*

**Descargue el Paquete de Información sobre el
Alcance a www.tzbsite.com o llame al 914-358-0600**

<ul style="list-style-type: none"> ■ Propósito y Necesidad Actualizados ■ Metas y Objetivos Actualizados ■ Criterios de Evaluación 	<ul style="list-style-type: none"> ■ Plan de Coordinación Pública ■ Alcance de los Estudios del Medio Ambiente
---	--

Table 2-4
2008 Commenters and Affiliations

Commenters' Affiliation	Number of Commenters	Number of Comments
Federal	5	17
State	10	35
Local	18	78
Group	23	125
Public	234	365
Total	290	620

Table 2-5
Distribution and Percentages of 2008 Comments by Supercategory

Supercategory	Number of Comments	Percent of Total Comments
Transportation	279	45
Environment	124	20
River Crossing	138	22
Process	79	13
Total	620	100

**Table 2-6
Total 2008 Comments by Category**

Category	Number of Comments Received for each Category, by Commenter Affiliation					
	Federal	State	Local	Group	Public	ALL
Air and Noise	2	2	1	5	11	21
Best Practice Model (BPM)			2		2	4
Bridge Rehabilitation			1	5	26	32
Bridge Replacement			3	3	70	76
Bus Rapid Transit (BRT)		2	5	7	13	27
Bus Service						0
Commercial Highway Vehicles			1			1
Community Impacts		1	4	2	7	14
Commuter Rail (CRT)		5	7	9	85	106
Construction Impacts			1	1	4	6
Cost / Financing		1	4	9	12	26
Cumulative Impacts / Growth Inducing Impacts	1	1		1	1	4
Energy					1	1
Environmental Impacts (General)	2	1	2	5		10
Environmental Justice				1	1	2
Evaluation Criteria	2			1	1	4
Ferry Service				1	1	2
Freight Rail Service	3				4	7
Hudson River				3	1	4
Land Use		1	4	4	1	10
Light Rail (LRT)			2		25	27
Maps		1	1		3	5
Mitigation	1	1		2	1	5
Navigation						0
No Build Alternative					1	1
Non-Motorized Transportation (Bicycles and				1	9	10
Other River Crossing Locations				3	1	4
Park-and-Ride Facilities			1	1	1	3
Process (General)	1	4	4	6	3	18
Property Acquisitions		1		2	4	7
Public Involvement	1	1	6	8	7	23
Purpose and Need	1		1	3	2	7
Recreation						0
Regional Planning			4	8	4	16
Safety and Security	1				2	3
Seismic Performance					1	1
Tiering		5	6	12	3	26
Traffic / Highway		1	6	5	12	24
Transit	1	3	4	5	12	25
Transit Oriented Development (TOD)		2	1	4	1	8
Transportation Demand Management / Transportation Systems Management (TDM/TSM)				5	9	14
Tunnel		1	2	3	19	25
Visual Impacts			1		4	5
Water Resources	1	1	4			6
Total	17	35	78	125	365	620

2.2.1 Transportation Comments

Two thirds of all transportation comments were directed toward preferences among the three transit modes: commuter rail service, light rail service and bus rapid transit. The remaining transportation-related comments focused on non-specific transit-mode issues and on other transportation topics, including tolls and congestion pricing, highway and roadway issues, and park-and-ride facilities.

2.2.1.1 Best Practice Model

Two commenters argued that traffic projections should be based on more recent traffic data than 2003. One asked for a current, detailed study of travel patterns across the Tappan Zee Bridge in both directions each day by time of day to determine the trip origin and destination (O&D) of each car. The other argued that O&D data show that the Tappan Zee Bridge is not the favored route to New York City, and also inquired as to the availability of separate truck O&D data.

2.2.1.2 Bus Rapid Transit (BRT)

BRT supporters advocated BRT service across the entire corridor, with extension of BRT service to local communities and integration of BRT with a wide bus system network providing direct connection to towns and communities beyond the limits of the immediate corridor area.

Other comments advocated more stops along the corridor, particularly in the Nyack and Grandview areas, to alleviate the need to go west to the Palisades Mall Station for east-bound travelers. Support was also given to the implementation of BRT service in Westchester County with a rail connection to Manhattan, as proposed in Option 4D. Suggestions to provide a vertical transfer from a BRT station at the bridge toll plaza area to the Hudson Line as a connection for New York City-bound travelers were also offered. Support was also voiced for hybrid and electric-powered buses.

2.2.1.3 Bus Service

There were no comments on bus service.

2.2.1.4 Commercial Highway Vehicles

One commenter requested that the analysis of goods movement be an iterative process requiring results to be evaluated to determine if project alternatives need revision to better serve goods movement in the region.

2.2.1.5 Commuter Rail Transit (CRT)

A majority of comments supported rail service across the entire corridor from Suffern to Port Chester, with connections to the Hudson, Harlem, and New Haven lines and a one-seat ride from Rockland and Orange Counties to New York City (Alternative 4A). A great deal of support was also expressed for Option 4D, with consideration to be given to implement CRT in Westchester County in the future.

Other suggestions included a rail connection to the east from both the north and south of the Hudson Line, a rail connection to Stewart Airport, a connection to Long Island, a Rockland County rail connection to NJ stations with a service to Westchester County, the use of the West Shore Line for passenger service, and provisions to include rail freight in the corridor. Some commenters who oppose rail development of any kind raised concerns about the potential noise impact on residents living in proximity to proposed tracks, or issues related to the justification and cost benefit for the project, or just expressed a preference for BRT as a transit mode.

2.2.1.6 Cost/Financing

Several commenters raised concerns about the cost of the project and one requested that a cost-benefit analysis of each alternative be presented in the EIS.

Comments on financing were diverse, and included the following suggestions:

- Pay for the project through toll money rather than by raising taxes.
- Consider funding on a national level.
- Finance the entire project with a loan for 30-50 years, with interest-only payments, then repay the loan using collected tolls.
- Consider private financing.
- Do not consider private financing, but obtain federal money.

In addition, concerns were raised that no information is provided with respect to the source of financing and the true cost of the project. Another concern expressed was that the projected cost of this project would be overrun by 200 percent.

2.2.1.7 Ferry

Some advocated ferry service to NYC, whereas others expressed a preference that no ferry be considered as part of this project.

2.2.1.8 Freight Rail Service

Most commenters remarking upon freight rail service suggested that it would be a natural complement to CRT service. One suggested that freight rail operations should be considered for night transport, and another saw an opportunity for freight rail across the corridor to bypass the NYC area.

2.2.1.9 Light Rail Transit (LRT)

Light rail service supporters advocated service across the entire corridor from Suffern to Port Chester with connection to all Metro-North stations. Some also gave support to LRT service in Westchester County only, coupled with a one-seat ride to Manhattan (Alternative 4B). Others advocated extension of LRT service to connect with the NJTransit Hudson-Bergen Line. Other suggestions included a monorail

from Long Island straight across Long Island Sound and continuing along I-287 to Rockland County, and including LRT in a tunnel crossing the Hudson River.

2.2.1.10 Navigation

There were no comments on navigation.

2.2.1.11 Non-Motorized Transit (Bicycles and Pedestrians)

Comments were made in support of preserving the existing bridge and converting it into a park. The park would allow fishing, recreational biking and walking, but also accommodate river-crossing bicycle and pedestrian traffic, and possibly also slow-moving electric vehicles. Other commenters simply requested provision for bike and pedestrian traffic.

2.2.1.12 Park-and-Ride Facilities

The lack of discussion of park-and-ride facilities in the *Scoping Update Packet* (February 2008) was noted, and this and other commenters remarked that the EIS should discuss park-and-ride facilities in detail. Another said that parking needs should be incorporated into the study and coordinated with local municipalities, as such facilities are not economic generators and may take up valuable space in the villages, so details should be specified. Finally, it was suggested that planning for park-and-ride facilities for buses is needed.

2.2.1.13 Traffic/Highway

One commenter argued that Route 59 should be included in the study to help alleviate traffic congestion, and another expressed concern over increased congestion at Route 59 and Airmont Road that would result if a station were sited there. Others expressed concern over worsening traffic congestion in White Plains. It was suggested that plans be developed to divert traffic from I-287 to other high-speed roads and away from local neighborhoods. One suggestion was that eastbound traffic could be diverted to the Newburgh-Beacon Bridge. It was also suggested that turning lanes and traffic signals are needed at the intersection of Depew Avenue and Route 9W.

Highway concerns varied widely in scope. One commenter proposed that the I-287 corridor should be increased in width to at least five lanes and should include a new bridge. Another argued that focus should be placed on improving access to and egress from the Thruway in Nyack. A third advocated that the study should include the Route 9A bypass and a pedestrian crossing over the I-287/I-87 roadway. Another expressed opposition to the proposed climbing lanes in Rockland County. Another comment expressed opposition to a transit loop road from I-287/I-87 into downtown Tarrytown and the train station. Another asks for expansion of the project's scope to include discussion of the relationship between and impacts of project alternatives and other programmed road and transit improvements in and near the I-287 corridor.

2.2.1.14 Transit

The non-specific transit mode comments varied, from proposing a transit connection to Long Island across the Long Island Sound, to a request that provisions be made to provide stops east of Palisades Mall, to another that consideration be given for vertical transfer to the Hudson Line at Tarrytown. Others expressed concerns that transit will exacerbate the existing traffic congestion in downtown White Plains.

2.2.1.15 TDM/TSM

One commenter argued that a congestion charge should be considered at the Orange County line to reduce traffic and that the Tappan Zee and George Washington Bridges should have the same toll structure. Another said that the impact of the proposed congestion pricing regarding auto use in Manhattan on commuter travel patterns into New York City must be evaluated. Another was concerned that toll revenue will be used for other, unrelated, things, instead of paying off the bonds issued for this project. Other suggestions were that congestion pricing in New York City may change bridge traffic; that toll increases by weight for trucks should be considered; that the current toll plaza should be re-done and provide security checks and weigh-ins. Finally, one commenter said that toll prices should benefit local residents.

The following comments/suggestions were offered regarding TDM: Ramp metering in Rockland County is not needed; a park-and-ride hub should be set up at Hillburn. From Monday through Friday, there should be a form of obligatory mass transit, with mini-buses running every 5 minutes from 6:00 AM to 9:30 AM, with only one lane for cars on the Tappan Zee Bridge allowed and a congestion fee charged.

Regarding TSM, there were several comments. The first was to promote congestion pricing along all exits/entrances of the corridor on the expressway and adjoining service roads using boothless technology to encourage more transit use, reduce traffic, improve air quality and provide revenue for the project. The second was to give incentives to New Jersey and Orange County commuters to leave their cars in their respective towns in a form of *E-ZPass* tolling and congestion pricing. Western Rockland County, New Jersey, Orange County and Ulster County commuters should be discouraged from exiting the Thruway to take Route 59 and local streets. Finally, it was suggested that a charge for parking at the Palisades Center Mall be instituted in order to relieve the local taxpayers from bearing the entire cost burden.

2.2.2 Environmental Comments

Comments were received regarding many environmental disciplines. The comments generally requested that certain studies or issues be addressed in the DEIS.

2.2.2.1 Air and Noise

Several commenters, characterizing current air and noise pollution levels as poor, expressed concerns that they would only worsen with implementation of the project. Identification of the areas affected by any air pollution problems was requested. Another commenter expressed concern that increased car and truck traffic will result in deterioration of air quality, more noise, and an increase in respiratory diseases for residents along the corridor. It was argued that the project should focus on providing air and noise mitigation. Another commenter said that criteria pollutant attainment should be described. Issues with pollution concerns near Interchanges 11 and 12 in Rockland County were raised. An objection to a train

station at Airmont Road was expressed, citing noise and pollution effects on the elderly. Another commenter said that thousands of residents of Spring Valley are exposed to excessive noise and air pollution from Woodbine train depot on a nightly basis, with diesel engines running all night.

2.2.2.2 Community Impact

Opposition to Rockland County transit stations east of the Palisades Mall area and any on/off ramps in South Nyack was expressed. There was a request that the analysis of impacts on local communities be expanded, detailing impacts of station stops and park-and-ride facilities on communities, and specifying how impacts differ from one transit option to the next. Objections were raised to the Airmont Station location. Concerns were expressed with parking-related issues on local streets near the bridge to accommodate bikers and pedestrians wishing to utilize the bridge in Tarrytown. One commenter asserted that the proposed improvements in the corridor from Rockland County to Westchester County would destroy communities. Another expressed serious concern about the use of land in the right-of-way (ROW), as the quality of life adjacent to the ROW would be severely damaged. Another was concerned that additional development will exacerbate the existing traffic problem in southern Rockland County. Another was concerned with the lighting impact from tollbooths, maintenance yards, and the bridge itself on homes in the vicinity of the bridge.

2.2.2.3 Construction Impacts

Concerns were voiced that construction of the project would worsen the already-dangerous traffic conditions around Nyack, and would have a negative impact on the Nyack Rural Cemetery and the West Nyack Historic District. Concerns were also raised about disruption to daily life, access, noise, and the dislocation of homes in the vicinity of Van Wart Avenue in Tarrytown. Concerns that construction may impact home foundations were also noted.

2.2.2.4 Cumulative Impacts/Growth Inducing Impacts

Commenters emphasized that NEPA requires evaluation of indirect/secondary and cumulative effects caused by the action.

2.2.2.5 Energy

It was proposed that solar panels be considered as an energy source for the bridge.

2.2.2.6 Environmental Impacts (General)

Several commenters requested that the project address environmental impacts, such as impacts to air quality, noise, water quality, wetlands, general ecology, and local communities. The USEPA requested that hazardous substances impacts be identified and addressed.

2.2.2.7 Environmental Justice

It was argued that the project does not address the needs of people in less-affluent areas, such as the Bronx. There was concern that pollution, especially diesel fuel from the Woodbine Depot in Spring Valley, affects the nearby community, which has a high percentage of non-white residents. On the basis of this, it was requested that the Woodbine Depot be closed.

2.2.2.8 Hudson River

Concern was expressed by several commenters that project alternatives involving rail and/or significant bridge and highway enlargements will damage the Hudson River and the environment of the surrounding communities. It was noted that an important habitat of the striped bass and the endangered shortnose sturgeon would become a long-term construction site, reversing much of the progress made in the last 40 years to protect the Hudson River environment.

2.2.2.9 Land Use

It was argued that a thorough analysis of all regional impacts and needs, including sprawl and growth-inducing effects, should be completed prior to any selection of a preferred alternative. It was suggested that the geographic area to be studied by the assessment methodologies should be expanded, particularly for considerations of transportation and land use. Concern was raised about sprawl and lack of regional planning, and whether the project considers all (new or old) town and village master plans with respect to their land-use and zoning sovereignty.

2.2.2.10 Maps

Comments were submitted requesting that maps be made available on the project Web site, and that zoom capabilities for the maps be provided. It was also argued that some maps are not up-to-date and have some inaccuracies, and that maps need to better indicate parking lots and flood-mitigation areas.

2.2.2.11 Mitigation

Inquiries were made concerning the types of mitigation measures to be considered. A specific request for mitigation measures in Tarrytown to include pedestrian bridges was also made.

2.2.2.12 Property Acquisitions

Comments included a request that the project identify – and inform the public about – which properties are affected before any decisions are made. It was also remarked that there was a lack of available information concerning which land areas will be used, the question of eminent domain, and environmental issues. Some comments expressed objections to any takings.

2.2.2.13 Recreation

There were no comments on recreation.

2.2.2.14 Regional Planning

Regional planning comments may be seen as falling into several groups, depending on whether “regional” and/or “planning” are either broadly or narrowly defined. Some are characterized by an overarching long-term perspective, in which smart-growth solutions involving mass transit are seen as essential to alleviating the deleterious effects of sprawl and an automobile-centered economy. Others emphasize the importance of the corridor as a critical transportation link between the Mid-Atlantic states and New England. Several commenters, citing growth in counties outside the corridor, especially to the north, call for extending the analysis and the evaluation of transit alternatives beyond the corridor and consideration of and coordination with other transit initiatives. Other ongoing or planned improvements, such as those along I-287 and the Central Avenue Corridor, are cited by others.

2.2.2.15 Transit-Oriented Development (TOD)

It was suggested that the project goals should include assisting localities in planning development centered around the new transit system. Promoting more compact, transit-oriented development by advancing cluster development in the suburban towns and redevelopment in the urban centers was advocated.

2.2.2.16 Visual Impacts

Some commenters object to a concrete barrier on the current bridge, finding that it detracts from the beauty of the bridge and the view of the river. Other commenters suggested that the project consider covering each of the approaches to a new bridge with a park. Others regard the current bridge as aesthetically pleasing and object to either major renovation or replacement.

2.2.2.17 Water Resources

The USEPA requested that the project identify impacts to water, floodplains and wetlands. Support was voiced for the resolution of the Rockland County Legislature Environmental Committee calling for measures to catch polluted runoff and absorb the dangerous contaminants. A request was made that planning and engineering design for construction along the corridor incorporate drainage-related improvements along the entire corridor and that designs be open to input and review by Rockland County Drainage Agency and other interested agencies. NYCDEP voiced concern that construction along I-287 in Westchester County might pose problems for all three of New York City’s major water-conveyance structures in the area, and requested that an evaluation of potential impacts on these structures be included in the DEIS.

2.2.3 River-Crossing Comments

River-crossing comments fell into three basic groups: those advocating for a new bridge, those in favor of rehabilitation of the existing bridge, and those in favor of tunnel options. In addition, comments related to remote river-crossing locations and a ferry were also made, as were a few concerning safety and security. Finally, one commenter favored the no-build option, and another expressed concerns about potential seismic threats to the bridge structure.

2.2.3.1 Bridge Rehabilitation

Four of every five comments on bridge rehabilitation supported it, and one of every three in support of it were also in favor of mass transit on a rehabilitated bridge, most of them specifically in favor of BRT. In many of the comments that advocated rehabilitating the existing bridge, a variety of rehabilitation considerations were proposed. These included rehabilitating the bridge to accommodate BRT with additional traffic lanes; repairing the bridge to accommodate automobile traffic only (no trucks), and building a separate new bridge for transit only (Rehabilitation Option 3); and repairing the existing bridge and reducing the flow of traffic by increasing the toll significantly. Other comments advocated including the full range of corridor-wide roadway improvements and a BRT system in Alternative 2.

One commenter was flatly opposed to rehabilitation (and also to a new bridge), and four others wanted more information about the structural status of the current bridge before giving their support, while another said better designs for a rehabbed bridge are necessary. Another questioned whether the cost of rehabilitation is justified in the current economic climate if only eight lanes would be available, as that configuration would not be able to meet the demands of the next 30 years; he also thought that too much emphasis was being placed on mass transit.

2.2.3.2 Bridge Replacement

The majority of comments support replacement of the existing bridge with a new structure, with nearly a third of these not mentioning either transit or number of lanes, and another third specifically supporting transit as well. Almost as many again were explicit about the need for eight or more lanes, some also specifying their transit preference. Increases in the usable roadway width to accommodate breakdown lanes and emergency vehicles, as well as to provide lanes for bicycle and pedestrian usage, were also proposed by several commenters. The range of other details was broad, although when specific replacement options were mentioned, Option 3 received more approval than others. Other comments included consideration of a bridge to accommodate rail freight, suggestions for bridge design parameters, and a recommendation for a cable-stayed bridge type. Concerns regarding the impact to Nyack and South Nyack communities were also raised by proponents of a new bridge.

2.2.3.3 Other River Crossing Locations

Commenters advocated building a bridge in remote locations – either north of the George Washington Bridge, around Yonkers, or to the north in Rockland County, near the existing Bear Mountain Bridge. An alternative that was suggested was widening the existing Newburgh-Beacon Bridge and building a crossing for commuter rail to connect Stewart Airport with the Hudson Line at Beacon.

2.2.3.4 Safety and Security

One federal commenter identified specific traffic and pedestrian safety issues that should be addressed in the EIS. Two commenters stated that the public was misinformed about the condition and safety of the Tappan Zee Bridge.

2.2.3.5 Seismic Performance

One commenter argued that the Project Sponsors need to specify which seismic hazards are being considered and how to evaluate the merits of different design considerations in light of these hazards, which include the effects of earthquakes and ground-shaking on bridges and tunnels.

2.2.3.6 Tunnel

Tunnel advocates suggested re-evaluating the tunnel option as a means of crossing the Hudson River. Many proposed tunnels for rail and freight only, while others advocated tunnels for general traffic with transit. Some suggested that, in addition to a new tunnel for through-corridor crossings, the existing bridge should be retained, to be used for local access only. Advocates argued that a tunnel option is the best solution to address environmental and health problems and to minimize impacts to local communities.

2.2.4 Process and Related Comments

2.2.4.1 Evaluation Criteria

Expansion of the evaluation criteria as they relate to auto diversions and vehicle miles traveled (VMT) estimates was advocated, as was comparing cost to benefit in order to estimate the value of an alternative. It was also suggested that a criterion be added to evaluate the national-/interstate-level benefits that commuter rail and associated rail freight would offer, in addition to the local/regional advantages or disadvantages.

2.2.4.2 No Build Alternative

One commenter asserted that the No-Build option is the best.

2.2.4.3 Process (General)

It was suggested that the *Scoping Update Packet* be modified to include a specific milestone by which the Project Sponsors would start the future Tier 2 Transit Environmental Process to avoid having to hold the Tier 2 Transit Environmental Process in abeyance until after receipt of the Tier 2 bridge and highway ROD. Several commenters suggested that the Purpose and Need statement was in need of further refinement, with some offering text passages for inclusion.

2.2.4.4 Public Involvement

Many comments concerning public involvement were related to the impact that the tiering approach will have on the outreach process. The comments raised the concern that the public will not be allowed adequate time for input into the decision-making process due to the shorter statute of limitations, and that major transit decisions will be made without determining local impacts and public input. Some commenters spoke of a perceived lack of transparency and requested access to all project documentation and analysis data. Others expressed concern that stakeholders and concerned groups are not informed sufficiently to provide input, and suggested that a more robust public process be launched, with more commercial-property owners becoming involved.

2.2.4.5 Purpose and Need

A proposal was made to change wording to "maximize the use of the capacity constructed to serve the travel demand." Also advocated were revisions to the transit-mode selection implementation plan to meet a revised Purpose and Need statement that reflects the likelihood that future traffic growth may not be as high as predicted due to the significant rise in the cost of fuel. Another suggestion was to expand the scope of assessment methodologies. Other possible changes to Purpose and Need and goals and objectives were also discussed.

2.2.4.6 Tiering

Process-related comments dealt principally with concerns regarding the tiering approach. The legality of the proposed tiering process under SEQRA and/or NEPA was challenged. Almost all comments of this type expressed the view that this process is insufficient and will result in segmentation of the project. Many of the comments argued that transit-mode selection ought to be determined only after the evaluation of local impacts to affected communities. Some commenters expressed concern that tiering may result in transit not being implemented in the corridor. Finally, concerns were raised about the long duration of the study and the delays in implementing the plans, and an expedited project schedule and process was requested.

2.3 Public Information Meetings (2008)

The Public Information Meetings were advertised in a number of local publications (Figure 2-3). The meetings were held at the following locations:

Tuesday, October, 28, 2008 at 4:30 and 7:00pm
White Plains High School
550 North Street
White Plains, New York

Wednesday, October 29, 2008 at 4:30 and 7:00pm
Rockland Community College
145 College Road
Suffern, New York

Thursday, October 30, 2008 at 4:30 and 7:00pm
Central Valley Elementary School
45 Route 32
Central Valley, New York



The comment period began with issuance of the *Transit Mode Selection Report* (September 2008) and the *Alternatives Analysis for Rehabilitation or Replacement of the Tappan Zee Bridge Report* (September 2008) and concluded on December 1, 2008. A total of 84 individuals and organizations submitted a total of 254 comments (Table 2-7). Comments were submitted by:

- Two state-level elected officials – NYS Assemblyman R. Brodsky and New Jersey Assemblyman J. Rooney.
- Seven local governmental organizations, including both elected and appointed officials, a representative of the project's New York City Cooperating and Participating agency (the New York City Department of Environmental Protection [NYCDEP]), and one representative of the New York City Transit Authority.
- Ten representatives of public-interest and other advocacy groups, such as Riverkeeper and the Tri-State Transportation Campaign, and of Chambers of Commerce and various citizen groups.
- A total of 65 individuals contributing comments as private citizens.

The comment categories have been grouped into four supercategories (Table 2-8). Transportation comments were the most numerous with 112 (44 percent) of the total comments; environment followed with 73 comments (29 percent); river crossing with 40 comments (16 percent); and the environmental review process, which numbered 29 (11 percent). Each individual comment was assigned to one of 44 categories. Tabulations of comments by category are shown in Table 2-9. The comment letters, emails, and transcripts of the 2008 Public Information Meetings are presented in Appendix C. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.

**Figure 2-3
Advertising for October 2008 Public Information Meetings**

Publication	Published Dates
El Aguila (Biweekly)	Wednesday, October 8
Times Herald Record (Daily)	Sunday, October 5 Wednesday, October 8 Sunday, October 12 Sunday, October 26
Journal News (Daily)	Sunday, October 5 Thursday, October 9 Sunday, October 12 Sunday, October 26
PennySaver (Weekly)	Wednesday, October 8
Hudson Valley Press (Weekly)	Wednesday, October 8

**Tappan Zee Bridge/I-287
Environmental Review**

Get Involved!

Please Join New York State Department of Transportation, New York State Thruway Authority and MTA Metro-North Railroad for:

Public Information Meetings
Presentation at 4:30 & repeated at 7:00 PM

<p>Tuesday, October 28, 2008 White Plains Senior High School 550 North Street White Plains, NY 10605</p>	<p>Wednesday, October 29, 2008 Rockland Community College The Cultural Arts Theatre 145 College Road Suffern, NY 10901</p>
<p>Thursday, October 30, 2008 Central Valley Elementary School 45 Route 32 Central Valley, NY 10917</p>	

We will present the preliminary results and the Project Team's recommendations regarding the transit modes and bridge rehabilitation/replacement options. Written and oral comments will be accepted at the meetings. Submit written comments any time during the comment period, which ends on December 1, 2008, to:

Email: tzbsite@dot.state.ny.us
Mail: TZB/I-287 Environmental Review
660 White Plains Road, Suite 340
Tarrytown, NY 10591
Fax: 914-358-0621

For more information, including meeting directions and the technical reports, visit the project Web site at: www.tzbsite.com.

Special needs will be accommodated. Please contact the project office at:
 Phone: 877-TZB-DOT5 or 877-892-3685 E-mail: tzbsite@dot.state.ny.us

**Reseña ambiental del
puente Tappan Zee / I-287**

¡Participe!

Por favor únase al Departamento de transporte del estado de Nueva York (New York State Department of Transportation), al New York State Thruway Authority y a MTA Metro-North Railroad, para los:

Encuentros de información pública
Presentación a las 4:30 p.m. con repetición a las 7:00 p.m.

<p>Martes 28 de octubre del 2008 White Plains Senior High School 550 North Street White Plains, NY 10605</p>	<p>Miércoles 29 de octubre del 2008 Rockland Community College The Cultural Arts Theatre 145 College Road Suffern, NY 10901</p>
<p>Jueves 30 de octubre del 2008 Central Valley Elementary School 45 Route 32 Central Valley, NY 10917</p>	

Presentaremos los resultados preliminares y las recomendaciones del equipo del proyecto con respecto a las modalidades de tránsito y opciones de rehabilitación/reemplazo del puente. Durante las reuniones se aceptarán comentarios por escrito y orales. Por favor enviar los comentarios por escrito en cualquier momento durante el periodo de comentarios, el cual finaliza el primero de diciembre del 2008, dirigidos a:

Correo electrónico: tzbsite@dot.state.ny.us
Correo postal: TZB/I-287 Environmental Review
660 White Plains Road, Suite 340
Tarrytown, NY 10591
Fax: 914-358-0621

Para obtener mayor información, incluyendo indicaciones para llegar al lugar de reunión así como informes técnicos, visite el sitio web del proyecto en: www.tzbsite.com.

Se dará atención a las necesidades especiales. Por favor consultar la oficina del proyecto en:
 Teléfono: 877-TZB-DOT5 ó 877-892-3685 Correo electrónico: tzbsite@dot.state.ny.us

Table 2-7
2008 Public Information Meetings Commenters and Affiliations

Commenters' Affiliation	Number of Commenters	Number of Comments
Federal	0	0
State	2	4
Local	7	27
Group	10	56
Public	65	168
Total	84	255

Table 2-8
Distribution and Percentages of 2008 Public Information Meeting Comments by Supercategory

Supercategory	Number of Comments	Percent of Total Comments
Transportation	112	44
Environment	73	29
River Crossing	41	16
Process	29	11
Total	255	100

Table 2-9

Total 2008 Public Information Meetings Comments by Category

Category	Number of Comments Received for each Category, by Commenter Affiliation					
	Federal	State	Local	Group	Public	ALL
Air and Noise			1		6	7
Best Practice Model (BPM)				1		1
Bridge Rehabilitation				1	8	9
Bridge Replacement				4	17	21
Bus Rapid Transit (BRT)			4	6	3	13
Bus Service						0
Commercial Highway Vehicles					1	1
Community Impacts			1		4	5
Commuter Rail (CRT)			2	6	28	36
Construction Impacts			1	1	3	5
Cost / Financing		2		6	7	15
Cumulative Impacts / Growth Inducing Impacts						0
Energy					3	3
Environmental Impacts (General)				5	3	8
Environmental Justice						0
Evaluation Criteria					1	1
Ferry Service						0
Freight Rail Service			1	1		2
Hudson River				1		1
Land Use			1	2	3	6
Light Rail (LRT)						0
Maps					3	3
Mitigation			4	1	4	9
Navigation						0
No Build Alternative						0
Non-Motorized Transportation (Bicycles and Pedestrians)			2		13	15
Other River Crossing Locations						0
Park-and-Ride Facilities			1		1	2
Process (General)			1	5	6	12
Property Acquisitions			2		8	10
Public Involvement		1		4	9	14
Purpose and Need						0
Recreation						0
Regional Planning				2	5	7
Safety and Security						0
Seismic Performance					1	1
Tiering				1	1	2
Traffic / Highway			2	1	8	11
Transit		1	1	2	6	10
Transit Oriented Development (TOD)				1	1	2
Transportation Demand Management / Transportation Systems Management (TDM/TSM)			1	2	3	6
Tunnel			1		9	10
Visual Impacts					2	2
Water Resources			1	3	1	5
Total		4	27	56	168	255

In the remainder of this subchapter, an overview of the comments in each supercategory is presented. This is followed, in Subchapters 2.3.1 through 2.3.4, by brief summaries of the comments recorded for the individual categories within each of the four supercategories.

2.3.1 Transportation Comments

Approximately one third of all transportation comments addressed CRT. Provisions for non-motorized transit were strongly in favor of bicycle and pedestrian paths on the bridge, and only two opposed. The remaining transportation-related comments focused on roadway issues, BRT, general transit issues, and other transportation topics: tolls and congestion pricing, freight rail service, park-and-ride facilities, survey, TDM, traffic, and BPM.

2.3.1.1 Best Practice Model (BPM)

Noting that the draft *Transit Mode Selection Report* (September 2008) cites limitations in the BPM as the reason for the modeling of BRT routes using flat fares, one commenter inquired whether the Project Sponsors has determined whether a BRT system would have flat or distance-based fares, and whether revenue and ridership projections would model BRT using distance-based fares. The commenter also asked about parking needs, given that BPM projections of demand are independent of parking availability.

One commenter asked for the destinations of the cars crossing the bridge. Another asked whether motorists using the bridge have been surveyed to determine their final destinations.

2.3.1.2 Bus Rapid Transit (BRT)

There was broad support for BRT service across the entire corridor. However, one supporter expressed concern that BRT might not be realized, proposing that bridge replacement and highway improvements be made contingent upon an irrevocable commitment to the concurrent construction of the BRT system. The commenter opposing BRT asserted that the study team had yet to come up with a workable plan for BRT, and that the public has no details to look at.

2.3.1.3 Bus Service

There were no comments on bus service.

2.3.1.4 Commercial Highway Vehicles

There were no comments on commercial highway vehicles.

2.3.1.5 Commuter Rail Transit (CRT)

Support for CRT in general was widespread, with only one commenter opposed to using CRT to cross the Hudson River, arguing that the data presented in the draft *Transit Mode Selection Report* (September

2008) failed to adequately justify the recommendation to connect to the Hudson Line, and another opposed to any transit option that does not include cross-Westchester County CRT service.

Some CRT advocates expressed disappointment that CRT service across the entire corridor from Suffern to Port Chester was not chosen, and several others accepted the limited CRT option but were hopeful for future expansion of service of one sort or another – to Stewart Airport, to Orange County, or to the Pascack Valley Line.

2.3.1.6 Cost/Financing

Concern about the cost of the project was expressed, with one advocating a rehabilitation option because of its relatively lower cost, another requesting public disclosure of costs and how they vary with location and bridge selection, and another opposing parallel bridges and the choice of BRT over CRT for cross-corridor service as environmentally unsound, wasteful of dollars, and disruptive to the life of the river.

Views concerning financing the project were diverse, although the possibility of attracting federal aid was a popular topic, with the following comments and suggestions made:

- Given the high costs of the project, federal aid should be sought.
- Scheduling freight service in the off-hours might make federal aid easier to secure.
- Expedite planning and engineering to take advantage of a possible federal search for infrastructure projects – akin to what the Works Progress Administration (WPA) did in the 1930s – to help the economy and put people back to work.
- The federal government will finance the project if it incorporates alternative energy components such as turbines in the bridge superstructure to realize the hydroelectric potential of the Hudson River, which could provide clean, endless power for the Hudson Valley forever.

2.3.1.7 Ferry Service

There were no comments on ferry service.

2.3.1.8 Freight Rail Service

One commenter suggested negotiating a connection to the West Shore Line for freight and charging fees to help pay for track maintenance. The other proposed that if rail service is chosen, then, because there is currently no freight route across the Hudson River between New York and Albany, scheduling freight service in the off-hours should be considered.

According to the commenter, the current process ignores the heavy freight component of the traffic stream on the bridge. He argues that the study should focus on heavy freight, and particularly long-distance interstate heavy freight, as half the ton miles of traffic is heavy freight and freight is a major factor in wear and tear, pollution, and accidents.

2.3.1.9 Light Rail Transit (LRT)

There were no comments on LRT.

2.3.1.10 Navigation

There were no comments on navigation.

2.3.1.11 Non-Motorized Transit (Bicycles and Pedestrians)

Support for a pedestrian and bicycle path on a new Tappan Zee Bridge was widespread.

2.3.1.12 Park-and-Ride Facilities

One commenter inquired whether deck parking is planned in Nanuet, especially since more parking will be needed as lots are now full because more people are using transit in response to gas prices. Another commenter, concerned about parking and station location in an already-congested area, suggests converting the causeway of the existing bridge, with appropriate modifications and pedestrian bridges linking it to the new bridge, into a commuter parking facility.

2.3.1.13 Traffic/Highway

The concerns expressed were varied in both their focus and their scope, and included the following requests, comments, and inquiries:

- Build a new Interchange 14X off the Thruway in Ramapo, as population increases have left the two existing Ramapo exits inadequate, and a new bridge will mean even more traffic and an increased load on local roadways.
- To alleviate congestion, widen the entire length of the expressway to four lanes in each direction and eliminate toll booths.
- Is a climbing lane in South Nyack part of the preferred option?
- Eliminate Exit 10 in South Nyack, which is a residential community that would suffer disruption with increased traffic.

One commenter was concerned about the Airmont Road intersection proposal for one of the stations, noting that Airmont Road is the most dangerous intersection in Rockland County, and that there are two senior citizen complexes at that intersection. Another commenter suggested that the morning and evening rush-hour bottlenecks across the Tappan Zee Bridge could be solved by building a supplemental bridge.

2.3.1.14 Transit

The non-specific transit mode comments were varied. One was a proposal to extend the Hudson Bergen Light Rail system to the New Jersey-New York state line to link to rail or bus service over the Tappan Zee Bridge. Another extolled the benefits of a vertical transfer station to the Hudson Line in Tarrytown. Another commenter said it was vital that there be a transit station, regardless of mode, in South Nyack. Another, citing potential future job growth in Westchester and Bergen Counties and in Connecticut, approved of both BRT and CRT plans, but was concerned about providing for the consequences of growth and allowing commuters flexibility in travel, in particular by planning for park-and-ride facilities on both sides of the river.

Other comments were: an inquiry concerning whether projections for future changes in commuting patterns have been taken into account, a proposal to save money by routing CRT down the middle of the Thruway, a question about a one-seat ride to Manhattan from Rockland County and whether a transfer at Tarrytown will be necessary, and a concern that transit, despite being planned for, may not actually be built.

2.3.1.15 TDM/TSM

One commenter requested separate review and accelerated implementation of non-bridge highway improvements and other demand management measures, including the climbing lane in Rockland County between Central Nyack and the Palisades Parkway. Another commenter asked for commuter data to be provided in a straightforward, consolidated manner to show forecasted demand for the mode, to justify expense and impact of CRT and the bridge to carry it.

One commenter had questions about the analysis in Chapter 5 of the draft *Transit Mode Selection Report* (September 2008) on the range of tolls tested for the HOT lanes, wanting to know in particular the range that was tested, how high the tolls went until traffic targets were reached, and how tolls varied by time of day. A second commenter asked whether the existing toll plaza would remain. A third commenter suggested that instituting high-speed tolls on every interstate highway would be a way to pay for this and other projects.

2.3.2 Environmental Comments

Comments were received regarding many environmental disciplines. The comments generally requested that certain studies or issues be addressed in the DEIS. Property acquisitions and mitigation attracted the most commentary. Air and noise and environmental impacts were next, followed by land use, community impact, energy, construction impacts, regional planning, water resources, TOD, and visual impacts.

2.3.2.1 Air and Noise

Concerns about noise – from bridge and highway construction, and from the increased traffic once construction is complete – and the impacts to residents in neighborhoods close by the bridge or Thruway were registered by a Rockland County legislator and by several residents in Rockland County communities. Air quality concerns were voiced by two commenters – one a tunnel advocate who said that to bring regional air quality into standard, the ability to scrub air in a tunnel and a truck-on-train situation

is “almost mandatory at this point,” the other a South Nyack resident concerned about the “significant pollution” resulting from Exit 10, who asked that that exit be eliminated.

2.3.2.2 Community Impacts

A Rockland County legislator commented that many of his constituents are concerned about the details of the project and the potential negative impact on the community. A South Nyack resident whose house is slated for demolition, saying that building the current Tappan Zee Bridge destroyed parts of town, would like residents and Nyack officials to meet with the design team to try to avoid detrimental impacts to the village from the construction of the new bridge. Another commenter wanted to know whether, if a climbing lane is planned, its impacts have been evaluated. Another called for an effort to employ local firms and workers rather than those from elsewhere, to support the local economy, especially in communities that will be directly impacted. Finally, one commenter saw in the project positive impacts to the region, both in the short-term (job creation) and in the long-term (regional growth and easing of congestion on I-287) that should not be underestimated.

2.3.2.3 Construction Impacts

Several Nyack residents, as well as one commenter who lives very close to the Spring Valley Toll Plaza, expressed concern about construction impacts, especially noise. One commenter wanted to know when construction would begin, another asked whether construction would be round-the-clock, and a third, whose attempt to sell her home in South Nyack fell through when the buyers heard construction would begin in 2012, wanted to know the location of the new bridge and how construction would impact the neighborhood. Finally, an environmental group asserted that all environmental impacts to the Hudson River from the construction of the project must be thoroughly identified, and that simply managing the impacts is insufficient by the requirements of the findings statement as specified by SEQRA.

2.3.2.4 Cumulative Impacts/Growth Inducing Impacts

There were no comments on cumulative impacts/growth inducing impacts.

2.3.2.5 Energy

Several commenters advocated the incorporation of one or more alternative energy systems into the new bridge – hydro, wind, and solar. Another suggestion was to make Sleepy Hollow part of the rail line and add a solar wind farm to help pay for it. Another commenter, citing the completion date for the bridge as 2017 and the global energy situation, expressed opposition to both the choice of a road solution (highway and BRT) rather than full-corridor CRT, and to the slow pace of the study.

2.3.2.6 Environmental Impacts (General)

The range of concerns with respect to environmental impacts was broad, and included impacts to ecological habitats, the Hudson River, floodplain management, and to communities in the vicinity of the bridge, the Thruway, and potential transit stations.

2.3.2.7 Environmental Justice

There were no comments on environmental justice.

2.3.2.8 Hudson River

One commenter called for a comprehensive review of all data gathered on species, habitat, water quality, and ecology located in the vicinity of the project site, and at any other location that could be impacted by the project. It was also stated that the project should be examined and planned in light of the Governor's Hudson River initiatives.

2.3.2.9 Land Use

A Rockland County legislator expressed concern whether the existing ROW would be sufficient to support widening of the roadway if lanes are to be added, and over the siting of stations, which would lead to increased traffic. Another commenter asserted that BRT alone would be insufficient to meet transit needs, and that therefore land use policy must go hand in hand with transportation policy to guarantee effective mass transit, for which the agencies' support and funding for both BRT and CRT was requested. A third commenter praised the project team's decision to begin land use training in the corridor as a way to better coordinate land use and transportation planning.

2.3.2.10 Maps

One commenter wanted to know where the relevant maps and plans were, another asked whether there was a map depicting the placement of the new bridge and the Tarrytown entrance point, and a third asked to see the plans for South Nyack.

2.3.2.11 Mitigation

Requests for mitigation measures to offset negative environmental impacts from bridge and highway construction, from mass transit, and from increased traffic – including noise, air quality impacts, impacts to wetlands, and impacts to the Hudson River – were made by local elected officials, environmental groups, and members of the general public.

2.3.2.12 Property Acquisitions

The majority of comments were made by residents of Rockland County communities expressing concern about whether or not their homes are scheduled for acquisition or whether the roadway or a station would be in such close proximity to their residence that acquisition might be preferable. Some wanted to know where and when they could find the relevant information, with one commenter remarking that not making such information public is unfair to people who have worked all their lives for their homes.

2.3.2.13 Recreation

There were no comments on recreation.

2.3.2.14 Regional Planning

Rapid growth in Orange County was the focus of two regional planning comments, one recommending that growth, including that surrounding Stewart Airport, from both housing and economic development should be accounted for in all options under consideration, the second arguing that growth will contribute to the need for an extended modern transit system.

2.3.2.15 Transit-Oriented Development (TOD)

One commenter suggested that if a rail connection to Stewart Airport was built, Newburgh could see TOD, and if the Putnam Branch and the West Shore Line were reactivated for passenger rail, more stations and more TOD sites would be possible, thereby providing a high-speed one-seat ride for more than just a relatively small number of commuters.

2.3.2.16 Visual Impacts

Appreciation for the beauty of the Hudson River and Valley was voiced by two commenters, one of whom advocated a bicycle and pedestrian path to allow it to be enjoyed, while the other found the view shed of the new bridge to be “brutally flat” as drawn and therefore unacceptable. A third commenter, appreciative of the unique design of the current bridge, asked that it be retained. The fourth simply said that aesthetics will be as important as function for the new bridge.

2.3.2.17 Water Resources

Several comments addressed recurring flooding attributable to stream diversions and drainage issues with the Thruway and other roads. NYCDEP reiterated its letter of March 31, 2008 with respect to the project’s impact on New York City’s major water-conveyance structures in the area, and requested a meeting with the Project Sponsors. Another comment called for a comprehensive review of all data gathered on species, habitat, water quality, and ecology in the vicinity of the project site and at any other location potentially impacted by the project. The last comment focused on a stormwater management problem at Airmont Road exacerbated by runoff from the Thruway.

2.3.3 River-Crossing Comments

Half of the river-crossing comments addressed a new bridge across the Hudson River. About a quarter of the river-crossing comments expressed a preference for one or more tunnels, or questioned why tunnel options were eliminated. About a fifth of the total river-crossing comments concerned a rehabilitated bridge.

2.3.3.1 Bridge Rehabilitation

Several comments advocated rehabilitating the existing bridge rather than building a new bridge, one challenging the conclusion of the draft *Alternatives Analysis for Rehabilitation or Replacement of the Tappan Zee Bridge* (September 2008) that rehabilitation options were not reasonable. One characterized rehabilitation as a valid option to replacement, another suggested retaining a rehabilitated bridge for emergencies (presumably, alongside a new bridge), and one favored rehabilitation of the bridge to carry traffic only, although it was not clear whether this reflected support for a new bridge to carry transit, or was a vote against both a new bridge and transit.

2.3.3.2 Bridge Replacement

Commenters recommended various designs for the replacement bridge, including a suspension bridge; a parallel bridge; a wide single-level bridge instead of a bi-level structure for motor vehicle traffic; incorporating lighter, stronger materials, such as carbon fiber, into the construction of the bridge; increasing the clearance of the west landing in view of the projected rise in sea level over the lifespan of the bridge; and increasing the vertical clearance of the bridge over the river to meet navigation needs. Three commenters regarded four lanes in each direction as insufficient to address capacity concerns. One commenter was willing to support a new bridge only if provisions for rail and bus service are designed into it.

2.3.3.3 Other River Crossing Locations

There were no comments on other river crossing locations.

2.3.3.4 Safety and Security

There were no comments on safety and security.

2.3.3.5 Seismic Performance

One commenter expressed concern about the performance of friction pilings if liquefaction engineering studies more detailed than currently done show the potential for buckling of the pilings in the foundation systems. One commenter, objecting to the entire project, argues that the bridge is structurally sound according to a bridge worker she spoke with.

2.3.3.6 Tunnel

Most of the comments in this category strongly supported one or more tunnels as a solution to the river crossing. Several tunnel advocates cited lower costs as the principal argument in favor of tunnel options, with some of them also citing improved aesthetics and reduced environmental impacts relative to bridge options.

2.3.4 Process and Related Comments

2.3.4.1 Evaluation Criteria

One commenter asked that the travel times and benefits of the alternatives be done realistically, on the basis of actual travel times of current commuters. There were two inquiries about the calculation of the FTA cost-effectiveness index for each alternative, and when it would be done, with one of these commenters also asking for clarification as to why the BRT/CRT option was the preferred option if both it and BRT alone were equally highly rated in the draft *Transit Mode Selection Report* (September 2008).

One resident questioned the validity of the evaluation criteria, asking how, given that the study estimates that few drivers will be diverted to transit, this could possibly lead to the alleviation of congestion. Another commenter, noting that west-to-east is the dominant travel pattern and that there already exist 5 north-south rail lines, wanted to know how the CRT option could be regarded as not workable for Westchester County, but viable for a Rockland County-to-Hudson Line connection, and argued that the Access to the Region's Core (ARC) project will be built before the current project gets underway, making the Hudson Line connection for Rockland County residents redundant.

Finally, one commenter asserted that a more reasonable approach for evaluation purposes would be an analysis that includes the entire region from far west of Suffern to New England, in recognition of traffic and freight movements – in particular, rail freight – to New England and Long Island.

2.3.4.2 No Build Alternative

There were no comments on the No Build Alternative.

2.3.4.3 Process (General)

A subset of the comments about the environmental review process for the project were procedural details of a mechanical nature, such as instructions to add and remove certain individuals from mailing lists, requests for information on public meetings and on the procedure to apply for membership in SAWGs, and inquiries as to the availability of project documents.

Another subset of comments was made up of expressions of appreciation and praise directed to the project team – for the thoroughness of the studies on transit mode and bridge options, for the quality of the reports, for achieving consensus on how to proceed to the next stage, and for a perceived increase in the speed with which the process is advancing.

Other comments that were submitted combined detailed process and technical issues.

2.3.4.4 Purpose and Need

There were no comments on Purpose and Need.

2.3.4.5 Public Involvement

In this category were many requests for information about the project; inquiries about the scheduling of Public Information Meetings; expressions of interest in joining Stakeholders' Advisory Groups and committees; and expressions of appreciation – for opportunities to speak at meetings, for informative presentations, Web site documents, and newsletters.

2.3.4.6 Tiering

One commenter reiterated their initial concerns over tiering and felt that tiering of the environmental review process was still not adequately explained or justified, resulting in a plan for a segmented review. They do not agree with the claimed legal foundation for the tiering of the project. They felt that the September 2008 scoping documents suggested that the agencies were still not formally committed to completing a full EIS on certain transit details, station locations, and site-specific impacts, which are scheduled to be considered in later analyses. However, they were gratified that the September 2008 scoping documents indicated that consideration of transit and bridge options is occurring simultaneously, in contrast to the planned analysis of decision-making of early 2008, which had separated the two.

2.4 Conclusions

Comments received at the 2003 and 2008 scoping-related meetings, and during the extended comment periods following the meetings, were made by federal, state and local agencies and elected officials, non-governmental organizations, and members of the general public. The comments covered a wide range of project-related subjects and issues that can be grouped into four major groups – transportation, process, river crossing, and environment. Within these broadly-defined groups, the following six topics are of particular importance, by virtue of either the volume of comments they attracted and/or the general perception that they are of especially crucial interest to the community at large.

2.4.1 Land Use and Transit-Oriented Development

The impacts of the project and their relationship to land use and TOD were of major concern to many county and local planners and stakeholders. Issues such as regional impacts and needs; sprawl and growth-inducing effects; and town and village planning development, especially around new transit facilities, were regularly cited.

Regional impacts and local plans and policies will be addressed as part of the DEIS land use analysis, and meetings will be held with the local communities to address these issues. Additionally, the Project Sponsors recognize the opportunity to advance smart-growth options, and have engaged a TOD consultant to provide TOD training expertise to local communities as part of our planning efforts.

2.4.2 Environmental Review Process

There were many comments that questioned the tiering approach the Project Sponsors and Federal Partners have adopted and expressed concern that the approach will result in project segmentation. There were comments criticizing the selection of a transit mode before all transit mode options have had their impacts to local communities evaluated.

The tiered approach is designed to, among other things, specifically avoid segmentation. Rather, a tiered approach helps the Federal Partners and Project Sponsors to focus on the issues that are ripe for decision and to exclude from consideration issues already decided or not yet ripe. Federal regulations have established that tiering is appropriate under such circumstances (40 CFR § 1502.20).

FHWA regulation 23CFR § 771.111(f) provides a three-part test to determine the scope of actions evaluated in an EIS:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The tiered approach being pursued meets the above three conditions. The bridge element, the roadway elements, and the transit elements all individually have independent utility and logical termini. In satisfaction of the third condition, the tiered approach assures that all elements are being considered comprehensively to enable consideration of cumulative impacts to the human and natural environment, so as not to preclude implementation of other future reasonably foreseeable actions.

The SEQRA regulations define segmentation as the division of the environmental review of an action so that various activities or stages are addressed as though they were independent, unrelated activities needing individual determinations of significance. As the Tier 1 transit analysis and the Tier 2 bridge and highway analysis are being developed jointly, the Federal Partners and Project Sponsors are clearly not advancing the actions as separate and unrelated actions. SEQRA also requires agencies to consider reasonably related short-term and long-term impacts, cumulative impacts and other associated environmental impacts. This DEIS will evaluate the Tier 1 transit alignment and the Tier 2 highway and bridge elements to the level of detail available as they are clearly reasonably related.

The future Tier 2 Transit Environmental Process will be a more detailed development and analysis of transit system components such as station locations, types, parking facilities, power systems, local and site-specific land use concerns, as well as refinement and implementation of mitigation concepts consistent with good planning practices.

2.4.3 Transit in the Corridor

Support for public transit in the corridor was widespread, as expressed in the many transit-related comments received.

The Project Sponsors have long recognized the important role transit will play in improving mobility in the corridor. For that reason, there has been extensive planning to determine the most suitable, cost-effective transit system to implement. CRT, BRT, and LRT, with both cross-corridor and Manhattan-bound service plans, have been intensively analyzed, both independently and in combination. Evaluations of the modes were based on established engineering considerations; environmental factors; transportation factors, including ridership forecasts; and cost-effectiveness criteria.

The complete analysis results, along with the basis for the transit modes recommended to be studied in the DEIS, have been published in the *Transit Mode Selection Report* (March 2009) which recommended that full-corridor BRT from Suffern to Port Chester and CRT from Orange/Rockland to Grand Central Terminal (GCT) be studied in the DEIS. This Tier 1 transit analysis will be conducted at a broad evaluation planning level of detail and will provide corridor-level decisions regarding transit mode or modes, transit alignments, and logical termini. Station locations will be studied to an appropriate level of detail. The analysis will include evaluation of the following components:

- **Bus Rapid Transit**
 - BRT/HOV/HOT lanes in the I-287 median, from Suffern and across the Tappan Zee Bridge.
 - BRT in a busway in NYSTA ROW in Rockland.
 - BRT integrated into the existing street system in Westchester.
 - BRT in a busway in Westchester.
- **Commuter Rail Transit**
 - CRT in the I-287 median; from Suffern and across the Tappan Zee Bridge, and connecting to the Hudson Line.
 - CRT on the south side of the NYSTA ROW; from Suffern and across the Tappan Zee Bridge, and connecting to the Hudson Line.

2.4.4 The Tappan Zee Bridge

A variety of opinions were expressed on the Hudson River crossing at the Tappan Zee Bridge and the best way to address crossing needs while anticipating the transportation demands of the coming decades. Advocates for rehabilitating the existing Tappan Zee Bridge, for replacing the bridge, and for supplementing the existing bridge with one or more tunnels expressed their views, and provided detailed support for their proposals. Based on the results of the *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* (March 2009) and the *Alternatives Analysis for Hudson River Highway Crossings* (July 2007), a transit-ready replacement bridge was deemed the most reasonable based on the established criteria. Both single- and dual-level bridges will be studied in the DEIS.

2.4.5 Environmental Impacts

A broad range of comments were received regarding the technical environmental analyses to be conducted in the DEIS, including air quality, noise, water quality, ecology (of the Hudson River and in the corridor), wetlands, hazardous materials/waste, land use, environmental justice, cultural resources, and visual and aesthetic impacts. The Project Sponsors will conduct detailed analyses of all relevant environmental impacts related to the proposed highway, bridge, and transit improvements in the DEIS for both construction and operational phases of the project (see Chapter 5). Mitigation measures will be presented for any potential significant adverse environmental impacts.

2.4.6 Highway Improvements

Comments were received regarding highway-related components such as climbing lanes, park-and-ride facilities, interchanges, and the number of highway lanes. Inquiries regarding the methodology to be used to analyze potential traffic impacts were also made.

The proposed highway improvements along I-87/I-287 in Rockland County are intended to improve the safety and operation of the Thruway and incorporate transit, not to increase the roadway capacity. The analyses that will be conducted in the DEIS will use the Best Practice Model (BPM) for travel-demand forecasting and *Paramics*, a traffic-simulation model, to analyze traffic impacts and levels of service. The modeling to be conducted for the DEIS will utilize the latest demographic and socioeconomic forecasts from NYMTC.

The information obtained from these tools will be used to analyze operation of the Thruway, its interchanges, and adjacent arterials for future analysis years if no changes were made, the No Build Alternative, and if proposed improvements are implemented, the Build Alternative. The results will determine the viability of including HOV/HOT lanes, climbing lanes, interchange additions and improvements, and other potential operational improvements. The analysis will also review locations along the corridor with high accident rates and determine whether improvements are warranted.



3 Comment Matrices for 2003 Scoping Meetings

The detailed responses to comments from the 2003 scoping meetings are presented in Tables 3-1 through 3-5. The comments are organized as follows:

- **Federal** – meaning a federal agency such as USEPA, elected federal officials, and national-level organizations such as the National Trust for Historic Preservation. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **State** – meaning a state agency such as NYSDEC, elected state officials, and regional-level organizations such as the Port Authority. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Local** – meaning a local or county agency such as Rockland County Planning, elected local officials, and local organizations. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Group** – meaning a non-governmental organization. The entries are presented in alphabetical order by name of group.
- **Public** – meaning comments received from the general public. The entries are presented in alphabetical order by last name.

Many of the responses refer to a series of reports that can be found on the project Web site (www.tzbsite.com) where the reader can find more detail on a number of topics:

- *Alternatives Analysis Report* (January 2006).
- *Alternatives Analysis for Hudson River Highway Crossings* (July 2007).
- *Alternatives Analysis for Commuter Rail Hudson River Crossings* (September 2005).
- *Transit Mode Selection Report* (May 2009).
- *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* (March 2009).

The comment letters, emails, and transcripts of the 2003 scoping meetings are presented in Appendix A. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.



Table 3-1
2003 Comments – Federal

2003 Comments – Federal				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-01.01	Engel, Eliot, Congressman, Represented by Joseph O'Brien	Bridge Rehabilitation	The bridge traffic has increased from 18,000 vehicles/day when it opened in 1955 to 135,000 vehicles/day at present, sometimes up to 170,000 vehicles/day at peak periods. The bridge has to be expanded or replaced to handle the traffic and expected increases.	Rehabilitation and replacement options were considered, analyzed and results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain eight general purpose lanes plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders plus two CRT tracks plus bicycle/pedestrian accommodation.
F-01.02	Engel, Eliot, Congressman, Represented by Joseph O'Brien	Bridge Replacement	The bridge traffic has increased from 18,000 vehicles/day when it opened in 1955 to 135,000 vehicles/day at present, sometimes up to 170,000 vehicles/day at peak periods. The bridge has to be expanded or replaced to handle the traffic and expected increases.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes.
F-01.03	Engel, Eliot, Congressman, Represented by Joseph O'Brien	Ferry Service	Supports ferry service from Rockland and Westchester counties to NYC.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
F-01.04	Engel, Eliot, Congressman, Represented by Joseph O'Brien	Transit	Should consider some combination of cars, trains and boats to carry commuters.	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.

2003 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-01.05	Engel, Eliot, Congressman, Represented by Joseph O'Brien	Public Involvement	The best wisdom on the proper solution comes from the people who are directly affected by any changes made. Wants to hear from all the communities involved.	An extensive public outreach program has been implemented by the project team that includes monthly technical meetings with Stakeholders' Advisory Working Groups (SAWGs) on a variety of topics (these were initiated in May 2007), as well as briefings given to elected officials, IMPO, Task Force, local communities and variety of public interest and advocacy groups. Study documents are available on the project Web site.
F-02.01	US Fish and Wildlife Service David A. Stilwell, Field Supervisor	Hudson River	The AA and EIS should include the potential re-suspension of contaminated sediments, changes to bottom substrate and contours and increase in wildlife. The project area is a significant habitat complex in the NY Bight Watershed. The Lower Hudson River is one of only a few major tidal rivers on the North Atlantic coasts of the U.S. and the area also serves as a staging area for many animals. The Federally-listed endangered shortnose sturgeon is found near the project area and the area may also be a NMFS-designated Essential Fish Habitat. All of these factors must be considered.	An evaluation of ecological resources in the Hudson River and the corridor is being undertaken as part of the DEIS. It includes a year-long study of biota in the river including the shortnose sturgeon.
F-02.02	US Fish and Wildlife Service David A. Stilwell, Field Supervisor	Water Resources	The report must include a description of the wetlands and water bodies that would be impacted by each alternative. The Service recommends reducing impacts to wetlands and water bodies to the maximum extent practicable. Despite efforts to avoid and reduce impacts to wetlands and other waters, compensatory mitigation is likely to be necessary. The EIS should include a conceptual mitigation plan that identifies possible mitigation sites and options for wetland restoration/creation.	An evaluation of potential wetlands impacts is part of the analyses being performed for the DEIS. This includes mapping of wetlands in the corridor and along the river using GPS technology. A conceptual mitigation plan for wetlands will be prepared for the DEIS, as appropriate.

2003 Comments – Federal				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-02.03	US Fish and Wildlife Service David A. Stilwell, Field Supervisor	Water Resources	The EIS should include a discussion of measures to be taken to protect surface water quality: erosion and sediment control plans, spill prevention and control plans, restoration plans and environmental inspection protocols. Measures taken to minimize and mitigate for impacts should also be discussed.	The DEIS will include such analyses, where appropriate, and identify mitigation measures.
F-02.04	US Fish and Wildlife Service David A. Stilwell, Field Supervisor	Environmental Impacts (General)	The AA and EIS should contain a discussion of impacts to terrestrial resources, including indirect impacts such as introductions of exotic species and changes in human use patterns.	Terrestrial resources will be identified in the DEIS and impacts related to project implementation will be addressed.
F-02.05	US Fish and Wildlife Service David A. Stilwell, Field Supervisor	Mitigation	The AA and EIS should discuss measures that would be taken to avoid and minimize impacts as well as measures taken to avoid accidental or indirect impacts. All of the above impacts should be broken down by habitat type and all measures taken to avoid direct, indirect and accidental impacts to environmental resources should be included in the AA and the EIS.	Mitigation measures will be considered in the DEIS for all technical study areas, both with respect to operational and construction period impacts.



Table 3-2
2003 Comments – State

2003 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.01	Brodsky, Richard, Assemblyman	Air and Noise	A thorough and complete analysis of any proposed project must include an analysis of impacts of any proposals upon compliance with Clean Air Act requirements on emissions for the New York Metropolitan area.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
S-01.02	Brodsky, Richard, Assemblyman	Water Resources	A thorough and complete analysis of any proposed project must include an analysis of impacts of any proposals upon compliance with Clean Water Act requirements for discharges to the Hudson River specifically road runoff and other contamination caused by increased traffic especially during storm events.	The DEIS will include such analyses, where appropriate, and identify mitigation measures.
S-01.03	Brodsky, Richard, Assemblyman	Traffic / Highway	A thorough and complete analysis of any proposed project must include an analysis of existing, future, and long term traffic impacts for I-287/87 corridor for the existing bridge and each of the other proposals.	The <i>Transit Mode Selection Report</i> (May 2009) reflects the projected traffic growth for each year analyzed. The DEIS will include further analysis of projected traffic for each alternative, for each required future analysis year.
S-01.04	Brodsky, Richard, Assemblyman	Cumulative Impacts / Growth Inducing Impacts	A thorough and complete analysis of any proposed project must include an analysis of growth inducing aspects of the project on the commercial and industrial sectors in Westchester County and the related environmental impacts caused by such growth.	The DEIS will include an analysis of growth inducing and cumulative impacts for commercial and industrial sectors within the corridor of the project.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.05	Brodsky, Richard, Assemblyman	Cumulative Impacts / Growth Inducing Impacts	A thorough and complete analysis of any proposed project must include an analysis of the growth inducing aspects of the project on communities adjacent to and along major thoroughfares corresponding with each exit of the existing I-287/87 corridor of Westchester and the related environmental impacts caused by such growth.	The DEIS will include an analysis of growth inducing and cumulative impacts for communities within the corridor.
S-01.06	Brodsky, Richard, Assemblyman	Cumulative Impacts / Growth Inducing Impacts	A thorough and complete analysis of any proposed project must include an analysis of the growth inducing aspects of the project on the remaining communities, neither adjacent to nor along major thoroughfares corresponding with each exit of the existing I-287/87 corridor of Westchester and the related environmental impacts caused by such growth.	The DEIS will include an analysis of growth-inducing and cumulative impacts for communities impacted by the project.
S-01.07	Brodsky, Richard, Assemblyman	Light Rail (LRT)	A thorough and complete analysis of any proposed project must include an analysis of a viable light rail way system connecting eastern bank of the Hudson River Communities with Metro North, Harlem and Hudson Lines and communities in Westchester County.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
S-01.08	Brodsky, Richard, Assemblyman	Hudson River	A thorough and complete analysis of any proposed project must include an analysis of environmental impacts of construction of new structures or destruction and demolition of existing structures, specifically disturbing river sediments contaminated with heavy metals and other dangerous and toxic substance including PCBs and other EPA ordered Super Fund Cleanup of Hudson River sediments.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed.
S-01.09	Brodsky, Richard, Assemblyman	Navigation	Consider the impacts on the Port of NY.	The DEIS will include discussion of navigation-related impacts.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.10	Brodsky, Richard, Assemblyman	Environmental Impacts (General)	A thorough and complete analysis of any proposed project must include an analysis of impacts on the fisheries (commercial and recreational) of any proposed projects.	The DEIS will include such analyses, where appropriate, and identify mitigation measures.
S-01.11	Brodsky, Richard, Assemblyman	Tunnel	Assess the environmental impacts of creating a greenway/ open space corridor by constructing all or portions of the project underground.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
S-01.12	Brodsky, Richard, Assemblyman	Visual Impacts	A thorough and complete analysis must include an analysis of the visual impacts on the Hudson River Valley.	The DEIS will include an analysis of visual and aesthetic impacts of the project.
S-01.13	Brodsky, Richard, Assemblyman	Cost / Financing	A thorough and complete analysis must include an analysis of the economic impacts on commuter who uses this corridor with respect to fare changes for use of the Hudson River crossing.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS. Tolling policies will be developed in later stages of the project development.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.14	Brodsky, Richard, Assemblyman	Cost / Financing	A thorough and complete analysis must include an analysis of the fiscal impacts on the state and local communities of financing any proposed project.	A finance study is currently under way. Phase 1 of the finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
S-01.15	Brodsky, Richard, Assemblyman	Cost / Financing	A thorough and complete analysis must include an analysis of the economic impacts of the costs associated with the long term maintenance and operation of the existing structure, existing structure with modifications or alternative proposal for transportation structure for the corridor.	Cost, including long term maintenance and operating costs of both the rehabilitated existing and replacement Tappan Zee Bridge, was an evaluation criteria used in the <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). It will also be considered in the DEIS for all alternatives, including the No Build Alternative.
S-02.01	Karben, Ryan, Assemblyman	Property Acquisitions	Do not demolish homes or take private land.	Comment noted.
S-02.02	Karben, Ryan, Assemblyman	Air and Noise	The amount of pollution in Rockland is unbearable.	Comment noted.
S-02.03	Karben, Ryan, Assemblyman	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Cannot wait to deal with the congestion until the completion of this study. Ideas regarding demand management previously put forward should be implemented.	The NYSTA has implemented such TDM measures as congestion pricing and increased E-ZPass usage. Other TDM opportunities will be considered in the DEIS.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-02.04	Karben, Ryan, Assemblyman	Traffic / Highway	There is no longer a NYS Thruway; it is a suburban parking lot. It needs to change in a way that will not adversely impact residents of Rockland.	One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. As discussed in the <i>Transit Mode Selection Report</i> (May 2009) and reflected in the Purpose and Need for the project, mobility cannot be improved by only increasing the number of lanes on the bridge. Transit must be part of the solution. The number of lanes on the bridge must be balanced with the number of lanes on each approach.
S-02.05	Karben, Ryan, Assemblyman	Commuter Rail (CRT)	Without better rail service, without the start of a cross-Hudson rail link between Rockland and Westchester counties, the suburban transportation dilemma will not be solved.	Comment noted.
S-02.06	Karben, Ryan, Assemblyman	Public Involvement	All residents of Rockland County need to be a part of this process. River villages of Nyack, South Nyack, Piermont, Ramsey and the Palisades community need the opportunity for a meeting in their backyard. The thousands of people living right on the Hudson riverfront also need a meeting.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process process will begin and a similar public involvement process will be developed and implemented.
S-02.07	Karben, Ryan, Assemblyman	Commuter Rail (CRT)	There are too many cars on the road. The goal should be to get these vehicles off the road via commuter rail, light rail or a public transit option.	One of the goals of the project is to improve mobility in the corridor by providing mass transit options for the public.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-02.08	Karben, Ryan, Assemblyman	Tunnel	Advocates exploring the idea of a Hudson tunnel as an alternative to constructing a new span. Urges sponsors to explore construction of a tunnel and new span with same vigor as exploring construction of new span only.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
S-03.01	NJTransit Richard T. Roberts, Chief Planner	Commuter Rail (CRT)	The Secaucus Transfer Station is expected to be put in service in late 2003 or early 2004. This station will significantly improve public transportation in the I-287 corridor study area by creating convenient transfer to rail services to NY Penn Station in Midtown Manhattan and to the extensive region served by the northern NJ commuter rail system. Urge study sponsors to monitor and consider this new travel pattern during the AA/EIS process. In addition, a new high-capacity signal system is being implemented to increase the capacity of the NE Corridor between Newark, NJ and Penn Station NY to provide the train capacity needed to support the forecasted ridership increases in the near future. To address these limitations, NJTransit has been working with the Metropolitan Transportation Authority and the Port Authority of NY and NJ on the Access to the Region's Core Project (ARC). NJTransit urges that alternatives considered in the TZ/I-287 AA/EIS should be coordinated with the ARC project to ensure investments to the public transportation system are as cost effective as possible. To address service improvement needs in eastern Bergen County and Rockland County, NJTransit is considering restoration of rail passenger service on the West Shore Line.	The ARC project has been incorporated into the current project analyses and is reflected in the ridership and traffic forecasts. Metro-North and NJTransit have been coordinating with each other on both projects. Metro-North has worked extensively with NJTransit to ensure that each project reflects the proposed actions of the other. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.

2003 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
			Scoping meetings were held in 2001 and work will be actively continued in 2003. As the TZ project analyzes transit improvements for Rockland County, it would be prudent to include the option for West Shore commuter rail service for access to Manhattan.	
S-03.02	NJTransit Richard T. Roberts, Chief Planner	Regional Planning	Considering the limited funding available for major transportation system improvements in the NJ / NY region and the significant capital investment needs, NJTransit urges the AA for transit service options in the TZ AA/EIS to review options in a regional context and consider the potential to coordinate with the ARC and West Shore projects to advance more cost effective transit investments to serve the study area.	Metro-North has been working with NJTransit to advance cost-effective transit solutions for the region. The DEIS will consider all approved NJTransit projects, such as ARC and the Bergen Light Rail system, in the DEIS.
S-04.01	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Commuter Rail (CRT)	TZ Bridge Corridor rail transit alternatives that may be developed in the AA/DEIS should be analyzed in conjunction with ongoing efforts by NJTransit and Metro-North Railroad to improve the west-of-Hudson commuter rail network. The PANYNJ is working with MTA and NJTransit as co-sponsors of the ARC Major Investment Study (MIS).	The ARC project has been incorporated into the current project analyses and is reflected in the ridership and traffic forecasts. Metro-North and NJTransit have been coordinating with each other on both projects.
S-04.02	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Regional Planning	The TZ Bridge and I-287 Corridor have a well-established relationship with the GW Bridge and I-95 Corridor as major routes for vehicular and truck traffic within the metropolitan region. Continuous operation of a reliable and adequate TZ Bridge/I-287 Corridor is critical to balancing overall trans-Hudson traffic demand with the GW Bridge/I-95 corridor. A wide range of potential impacts to the GW Bridge/I-95 corridor should be addressed during the AA/DEIS process.	Regional transportation demand modeling has included all Hudson River crossings in the NYC area. The modeling to be conducted for the DEIS will do the same.

2003 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-04.03	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Ferry Service	Is working with local governments in Westchester and Rockland counties and elsewhere in support of expanded passenger ferry operations. Proposals to expand ferry service across the TZ Bridge corridor should be assessed with the goal of promoting synergy between Rockland-Westchester and CBD-bound services, as well as other existing and proposed transit services.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
S-04.04	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Freight Rail Service	The AA/DEIS should address the potential impacts of vehicular and other alternatives for goods movement on truck and rail freight transportation within and through the metropolitan region.	A regional study of freight movement is not in the scope of this project.
S-04.05	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Process (General)	The Port Authority of NY and NJ (PANYNJ) strongly support the TZ Bridge Corridor initiative. Would appreciate an opportunity to meet with the study team and review the mutual interests and identify opportunities to provide data and otherwise support the AA/DEIS process as well as maintain coordination with relevant PANYNJ planning initiatives.	The Project Sponsors have been coordinating and will continue to coordinate with the Port Authority of NY and NJ as the project advances.
S-04.06	Port Authority of New York and New Jersey Lou Venech, Senior Manager Transportation Policy Development	Best Practice Model (BPM)	Would like to ensure an understanding of assumptions and projections for travel demand forecasts for the study corridor in order to maintain reasonable alignment with forecasts being developed for investment and operational planning at the Port Authority crossings south of the TZ Bridge corridor. AA/DEIS assumptions regarding trans-Hudson commutation via the regional rail transit network should be reviewed as part of study coordination efforts with other ongoing regional transit investment studies.	The Project Sponsors will and have shared information related to travel demand forecasts for the project. Metro-North has been working with NJTransit to ensure consistent analyses between the Tappan Zee Bridge/I-287 Corridor Project and ARC.

Table 3-3
2003 Comments – Local

2003 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.01	Berliner, Robert Vice Chairman of the Rockland County Legislature and Legislator in District 6	Air and Noise	Main concern is the widening of the NYS Thruway to add additional lanes. Has been trying to get approval for noise and sound barriers on various stretches of the Thruway, to no avail.	The DEIS will include an analysis of noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
L-02.01	Diana, Edward, Orange County Executive; and David Church, Orange County Commissioner of Planning, Represented by Fred Budde, Planner with the Orange County Department of Planning.	Process (General)	Orange County is very supportive of the TZB/ I-287 major investment and EIS process. Commends the Thruway and the MTA for the Scoping and AA, as well as the public outreach effort, thus far. Very supportive of the goals and objectives of the study and the proposed improvements for the Corridor. In particular, very supportive of the mass transit improvements contemplated.	Comment noted.
L-03.01	Feiner, Paul, Town Supervisor, Town of Greenburgh	Air and Noise	Concerned about impact of traffic on air quality. Would like a study to assess impact.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
L-03.02	Feiner, Paul, Town Supervisor, Town of Greenburgh	Hudson River	Advocates a study to assess impact of traffic on river quality.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed.
L-03.03	Feiner, Paul, Town Supervisor, Town of Greenburgh	Air and Noise	Would like a study to assess impact of traffic on noise levels.	The DEIS will include an analysis of noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-03.04	Feiner, Paul, Town Supervisor, Town of Greenburgh	Process (General)	Strongly feels the Thruway Authority should hire an independent consultant for municipalities. A second opinion would help towns on both sides of a river reach a consensus and determine whether a new bridge is really necessary.	The Project Sponsors have the highest qualified professional expertise available on the consultant team. The criteria used to evaluate bridge replacement and rehabilitation alternatives were identified in the <i>Scoping Update Packet</i> (February 2008), options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
L-03.05	Feiner, Paul, Town Supervisor, Town of Greenburgh	Commuter Rail (CRT)	Feels strongly that before any new bridge or tunnel is approved, rail service must be included.	All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor.
L-04.01	Kleiner, Thom, Supervisor, Town of Orangetown	Cost / Financing	Try to predict what federal dollars will be available in the future and consider this in the decision with respect to mass transit.	Availability of federal funds will not dictate determinations of transit modes. Every measure will be taken to qualify for the maximum available federal funds.
L-04.02	Kleiner, Thom, Supervisor, Town of Orangetown	Public Involvement	Supports all comments made by Jeff Zupan (previous speaker, representing the Regional Plan Association). The process itself and the input people have been able to provide, both individually and through various organizations, has been very good.	Comment noted.
L-04.03	Kleiner, Thom, Supervisor, Town of Orangetown	Tunnel	McClaren Engineers has developed a plan that would have a tunnel for passenger rail and a tunnel for passenger cars, then come up in a manmade island in the middle of a bridge and then continue on a cable-stayed bridge. Urges the sponsors to review this.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
L-04.04	Kleiner, Thom, Supervisor, Town of Orangetown	Visual Impacts	The Hudson is a nationally historic river and the view shed is critically important.	Comment noted.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-05.01	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Construction Impacts	It is important to support corridor improvements that would create minimum disruption in the corridor during construction or implementation stages.	The DEIS will include an analysis of construction impacts related to all environmental disciplines.
L-05.02	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Ferry Service	Existing and future ferry service should include new technology for year round operation.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
L-05.03	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Freight Rail Service	Address the movement of freight in the region and in the TZ Bridge/I-287 Corridor. What will the effects be on the residences and communities with a new facility? How will the new facility enhance movement of freight on the TZ Bridge/I-287 Corridor? Study the West Shore Line and any rail connection alternatives. Study short term/long term improvements to continue to direct freight to New England via I-84/Newburgh Beacon Bridge and study Hudson River freight barge from Port of NY to Albany. Build and expand on existing congestion pricing for trucks.	A regional study of freight movement is not in the scope of this project.
L-05.04	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Community Impacts	Rockland County would like to see the vital public health factors that are affected by traffic specifically mentioned. Ensure the needs and concerns of the local communities are addressed, specifically traffic and congestion in and around the communities that intersect with the TZ Bridge/I-287 corridor.	The DEIS will include analyses of air quality and noise impacts and traffic congestion in the corridor.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-05.05	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Study and show how various transportation alternatives will affect future population growth in Rockland and surrounding counties and what resulting growth will mean to existing infrastructure (water, sewer, gas and electric).	The transportation demand modeling for the project will use the population and employment projections developed by NYMTC. The cumulative impacts of growth in the corridor will be considered in the DEIS.
L-05.06	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Add a new bullet "Interface with the region-wide efforts to develop a regional ITS architecture". That is, implement an ITS system architecture which incorporates new technologies and changes in operational procedures to maximize efficiency.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
L-05.07	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Land Use	Conduct a major land use inventory of commercial and residential land that will be affected by a transit proposal and stations that will serve the transit options. All roadway improvements/transit improvements should include existing ROW and proposed ROW for all alternatives.	A land use inventory of the corridor is being updated for the project and will be used to assess land use impacts in the DEIS. ROW requirements will be identified accordingly.
L-05.08	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Transit	Would like to see a specific mention of Haverstraw-NYC ferry service and the West Shore Line service to West Haverstraw as examples of suggested alternatives. Include alternatives that provide west of Hudson commuters transportation options other than having to drive across the TZ Bridge.	A description of the existing ferry services is provided in the <i>Scoping Summary Report</i> (May 2009). Also included is the description of existing rail service; both freight (West Shore Line) and commuter (Hudson, Harlem, New Haven, Port Jervis, and Pascack Valley).

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-05.09	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Transit	Mention specific types of transit improvements recently undertaken in the study corridor and study ways to enhance these short-term improvements. Short and long term action projects need to be included in the scope that will address the mobility management in the corridor before a new facility is constructed. Ensure that all base case analysis will be compatible with NYMTC's BPM and that future analysis will be compatible with NYMTC's BPM including growth factors, SOV, freight, existing bus, ferry and rail service and transit alternatives. Ensure the 2000 Census is used and county-to-county workflows.	The DEIS will identify transportation projects that include the regional Transportation Improvement Program (TIP). The BPM has and will be utilized for all demand forecasting. The 2000 Census will be used, as appropriate.
L-05.10	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Commuter Rail (CRT)	Include a study of the Route 59 corridor and the old Erie RR that Metro-North currently owns to run light rail or heavy rail. Complete an origin and destination study to estimate inter and intra trips for Rockland County.	Alternative transit alignments outside the Thruway ROW were considered and evaluated as documented in the Alternatives Analysis Report (January 2006). An extensive origin and destination survey was conducted in 2003.
L-05.11	Rockland County Department of Planning Dr. James Y. Yarmus, PE, Commissioner	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Rockland County commuters need TDM measures that will be implemented along the corridor for both short and long term. Dedicated bus lane, bus rapid transit and high-speed tolls are a few examples.	TDM/TSM measures have been addressed in the <i>Alternatives Analysis Report</i> (January 2006) and are considered in all project alternatives in the DEIS.
L-06.01	Shields, John, Mayor of Nyack	Property Acquisitions	Bridge expansion must not take any land in the community.	Comment noted
L-06.02	Shields, John, Mayor of Nyack	Air and Noise	Increasing private vehicular traffic can only increase the bad air quality.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-06.03	Shields, John, Mayor of Nyack	Transit	Need a bridge connecting Rockland and Westchester, but there should be focus on public transportation.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
L-07.01	Smith, Ann Marie Councilwoman in the Town of Clarkstown	Public Involvement	The commuters' input is vital to this process. With the <i>E-ZPass</i> system, the sponsors should reach out to the daily commuters on record and get their input.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 transit Environmental Process will begin and a similar public involvement process will be developed and implemented. The website, www.tzbsite.com is probably the best way for commuters to remain informed and provide input into the project.
L-08.01	St. Lawrence, Chris, Supervisor, Town of Ramapo	Commercial Highway Vehicles	Give truckers an incentive to use I-84 crossing.	NYSTA has instituted time-of-day truck tolling as a form of congestion pricing and to reduce truck volumes in the peak periods. Truck movement outside of the I-287 Corridor is outside of the scope of this project.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-08.02	St. Lawrence, Chris, Supervisor, Town of Ramapo	Ferry Service	Use the river itself as a means for commuters to avoid building large parking lots.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
L-08.03	St. Lawrence, Chris, Supervisor, Town of Ramapo	Regional Planning	Regional planning that directs traffic away from the bridge is needed. If additional lanes are built on the bridge, they will be filled with additional traffic. The connection of I-287 brought additional traffic.	The DEIS will include travel demand forecasting to determine future transit ridership, future traffic levels, and the potential for diversion of automobile drivers to transit.
L-08.04	St. Lawrence, Chris, Supervisor, Town of Ramapo	Land Use	Good housing is needed all across the area.	Housing policies are outside the scope of this study. However, the Project Sponsors recognize the opportunity to advance smart growth options. In fact, NYSDOT is providing funds for training expertise to be available to assist local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
L-08.05	St. Lawrence, Chris, Supervisor, Town of Ramapo	Commuter Rail (CRT)	The west shore railroad must be put back into use in Rockland County. Infrastructure is needed on the west side of the Hudson.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.
L-09.01	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Property Acquisitions	Take no private land.	Comment noted.
L-09.02	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Regional Planning	One day the new rail service should provide connections to Stewart Airport.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-09.03	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Transit	Requires that any alternative involving a new Hudson River crossing have a public transit component. This crossing must provide connection to Grand Central Terminal. All other regional initiatives and studies need to be taken into consideration.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
L-09.04	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Ferry Service	Any Hudson River crossing must not replace the continued call for and current effort to restore passenger rail service on the West Shore Line or adversely affect the continued expansion of ferry services from Rockland County.	Comment noted.
L-09.05	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Environmental Impacts (General)	The EIS must clearly show us that every alternative has been thoroughly investigated including analyses of health, environmental and aesthetic impacts the alternatives may pose.	The DEIS will include an analysis of environmental impacts resulting during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
L-09.06	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Commuter Rail (CRT)	Any Hudson River crossing must not replace our continued call for and current effort to restore passenger rail service on the West Shore Line or adversely affect the continued expansion of ferry services from Rockland County.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.
L-09.07	Vanderhoef, Scott County Executive Represented by Susan Sherwood, Rockland County Department of Planning	Tunnel	Prefers a tunnel, which includes both rail and vehicular traffic, preferably with fewer traffic lanes.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-10.01	Westchester County Department of Planning, Edward Buroughs, AICP, Assistant Commissioner	Regional Planning	Submitted a list and map detailing recent development proposals within two miles north and south of the 1-287 Corridor through Westchester County.	The Project Sponsors continue to track development proposals in the study area as a part of the analysis of cumulative effects.



Table 3-4
 2003 Comments – Group

2003 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-01.01	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Bridge Rehabilitation	Provide full width shoulders and install additional high-speed <i>E-ZPass</i> lanes at the TZ Bridge toll plaza.	Rehabilitation and Replacement options were considered, analyzed and results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain eight general purpose lanes plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders plus two CRT tracks plus bicycle/pedestrian accommodation. Toll collection options will include state of the art systems.
G-01.02	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Bridge Replacement	Any new bridge should have at least 4 general-purpose lanes or 3 general-use lanes plus an HOV lane in each direction.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
G-01.03	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Bus Rapid Transit (BRT)	Supports further consideration of Bus Rapid Transit using an added HOV lane.	Comment noted.
G-01.04	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Ferry Service	Supports an evaluation of upgraded ferry service between Rockland and Westchester Counties as well as between those counties and Manhattan.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-01.05	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	ITS should be installed along the entire I-287 corridor as part of an early action plan.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS. The Project Sponsors are unable to implement any early actions.
G-01.06	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Park-and-Ride Facilities	Supports addition of park-and-ride lots in the corridor to increase carpooling and inter-modal transport.	The addition of park-and-ride lots is being considered in the DEIS.
G-01.07	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Commuter Rail (CRT)	Opposes any rail alternative unless ridership and cost-benefit projections strongly support rail usage.	Comment noted.
G-01.08	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Traffic / Highway	Bottleneck relief along I-287 corridor should be part of any alternative implemented.	As discussed in the <i>Alternatives Analysis Report</i> (January 2006), and <i>Transit Mode Selection Report</i> (May 2009), a variety of lane configurations are being studied to provide congestion relief.
G-01.09	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Any HOV lane should be open to all HOVs 24/7, unless engineering evaluations determine higher occupancy requirements are needed during peak hours.	Operational use options of BRT/HOV/HOT lanes are being studied.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-01.10	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Tunnel	Any new tunnel should have at least four general-purpose lanes or three general use lanes plus a HOV lane in each direction.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-01.11	Automobile Club of New York Mark Kulewicz, Director of Traffic and Safety	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Opposes congestion pricing.	Comment noted.
G-02.01	Carrier Logistics J. Donald Adams, President	Cost / Financing	Interested in exploring the idea of building a bridge for buses, trucks and rail therefore reducing the cost of restoring the old bridge for cars only.	Replacement options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final bridge configuration will be determined in later stages of the project development process.
G-02.02	Carrier Logistics Inc. J. Donald Adams, President	Commercial Highway Vehicles	A goal of reducing truck traffic cannot be overemphasized, trucks need a way to cross the river closer to NYC, other than by truck at the TZ Bridge.	Reduction of truck traffic volumes is not a project objective. Ways to address congestion for future traffic projections is a project objective and will be evaluated in the DEIS. Truck movement outside of the I-287 Corridor is outside of the scope of this project.
G-02.03	Carrier Logistics Inc. J. Donald Adams, President	Commuter Rail (CRT)	Any decision should include rail lines.	CRT has been considered in Alternatives 4A, 4B, and 4C and Option 4D. These alternatives/options have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As documented in the <i>Scoping Summary Report</i> (May 2009), the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-02.04	Carrier Logistics Inc. J. Donald Adams, President	Tunnel	A tunnel seems to be far more beneficial environmentally and aesthetically.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-03.01	CCRD Virginia McVeigh	Air and Noise	The air is bad at this time.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-03.02	CCRD Virginia McVeigh	Traffic / Highway	There is too much traffic now. Widening the approach with more roads and widening the bridge with more lanes will bring more traffic and not solve the problem.	One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. As discussed in the <i>Transit Mode Selection Report</i> (May 2009) and reflected in the Purpose and Need for the project, mobility cannot be improved by only increasing the number of lanes on the bridge. Transit must be part of the solution.
G-03.03	CCRD Virginia McVeigh	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Increase tolls so that trucks which used the George Washington Bridge in the past, will use it again.	Comment noted.
G-04.01	Concerned Citizens for Responsible Development Ed Dempsey	Bridge Rehabilitation	Fix the bridge.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-05.01	Concerned Citizens for Responsible Development George Sherman, President	Air and Noise	This area is and has been for many years, greatly out of compliance with clean air standards. Any expansion of the bridge will only bring more pollution and pollution spreads out over a great distance. Don't add to the already existing pollution. Epidemiological studies must be conducted along this corridor to determine the degree of illness and disease. If the Thruway can't or won't perform their own studies, allow or help responsible organizations hire their own consultants to perform the studies.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.
G-05.02	Concerned Citizens for Responsible Development George Sherman, President	Air and Noise	Doesn't want the Thruway to add to the already existing pollution. Fears any expansion of the bridge will also bring noise pollution.	The DEIS will include an analysis of noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. The noise standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.
G-06.01	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Bridge Replacement	Replace the bridge. Rebuilding it will leave the bridge with the same problems it has now.	Although both rehabilitation and replacement options were developed, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS.
G-06.02	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Cost / Financing	This project will be competing with many projects in the downstate area for funding. The demonstration of the need for this project is important and the sponsors need to expedite as quickly as possible. The information needed is available. T-21 will expire this year, therefore this project must get on the radar screen in Washington to see if needed funding for the chosen project is available.	It is expected that funding for the project will be largely based on a finance study which is currently under way. Phase 1 of the finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-06.03	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Transit	Need to embrace and support mass transit needs of the entire downstate region, including those of the Corridor	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
G-06.04	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Traffic / Highway	The Corridor requires serious roadway improvements.	Roadway improvements are being considered as a component of the project alternatives. They will be identified as the alternatives are developed in the DEIS.
G-06.05	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Bridge Replacement	Replace bridge with more, wider lanes. Add breakdown facilities and a mass transit component. Could be combined with a rail tunnel or a bridge-tunnel concept.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians. Tunnel crossings have been considered but deemed infeasible in the <i>Alternatives Analysis Report</i> (January 2006).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-06.06	Construction Industry Council of Westchester and Hudson Valley Ross Pepe, President	Cost / Financing	Expedite the study. The competition for major transportation projects in NYC, Long Island and NJ is stretching resources. Financing is the key to success.	Schedule is a large component of the finance study underway. It is expected that funding for the project will be largely based on A finance study is currently under way. Phase 1 of a finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
G-07.01	East/West Rail Project Maureen Morgan, Project Director	Bus Service	As an early action, use the seventh lane on the TZ Bridge as an exclusive bus and carpool lane.	Converting an existing general purpose lane to an exclusive bus lane would worsen the already heavily congested peak periods at the bridge.
G-07.02	East/West Rail Project Maureen Morgan, Project Director	Commuter Rail (CRT)	Supports the proposal to build an east/west rail through an already developed I-287 corridor to connect 5 existing facilities in Westchester and Rockland Counties. The new line could connect to the Hudson Line beneath the Thruway tollbooths. This connection could be implemented as part of an early action proposal. Buses from Rockland to the Tarrytown station could also deliver commuters to the Hudson Line under the bridge.	CRT has been considered in Alternatives 4A, 4B, and 4C and Option 4D. These alternatives/options have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As documented in the <i>Scoping Summary Report</i> (May 2009), all of the alternatives evaluated in the-DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project. The service plans include intermodal connections.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-07.03	East/West Rail Project Maureen Morgan, Project Director	Tunnel	The costs of shutting down the portion of I287 that duplicates the path of the tunnel must be calculated in order to not double vehicular capacity and risk qualification for Federal Transportation dollars.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-07.04	East/West Rail Project Maureen Morgan, Project Director	Regional Planning	Rail connection to Stewart Airport would provide a particularly enticing route for Metro-North.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.
G-07.05	East/West Rail Project Maureen Morgan, Project Director	Bridge Replacement	Replacement would offer Metro-North the opportunity to connect to its lines in Rockland for the first time.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
G-07.06	East/West Rail Project Maureen Morgan, Project Director	Commuter Rail (CRT)	Supports the proposal to build an east/west continuous rail line from Suffern to Port Chester that would connect five existing facilities in Westchester and Rockland counties.	CRT has been considered in Alternatives 4A, 4B, and 4C and Option 4D. These alternatives/options have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As documented in the <i>Scoping Summary Report</i> (May 2009), the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-07.07	East/West Rail Project Maureen Morgan, Project Director	Commuter Rail (CRT)	What happens to the riders on the existing Port Jervis and Pascack Valley Lines, currently operated by NJTransit? Will Metro-North take back those lines? The one seat ride from Rockland County to Manhattan will be an expensive and complicated engineering feat whether the line crosses the Hudson above or under the Hudson. The TZ Transfer remains the more realistic choice for Manhattan bound commuters. (See M. Morgan's comments from January 14, 2003 hearing.) The second largest commuting	Future operation of the Port Jervis and Pascack Valley Lines is not the subject of this project. The <i>Transit Mode Selection Report</i> (May 2009) includes an analysis of direct and transfer connections to the Hudson Line, with transfer options producing lower ridership. Direct connection to Harlem Line was evaluated and dropped due to limited track capacity and environmental impacts.
G-08.01	Empire State Passenger Association Gary Prophet, Vice President	Commuter Rail (CRT)	Consider high-speed rail across all of NY State.	High-speed rail across New York State is outside the scope of this project.
G-08.02	Empire State Passenger Association Gary Prophet, Vice President	Freight Rail Service	Need a freight rail line across the Hudson, closer to Manhattan.	Regional rail freight movement is not within the scope of this project. Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and an analysis was performed to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. This was affirmed by the Federal Railroad Administration in their recent comments.
G-08.03	Empire State Passenger Association Gary Prophet, Vice President	Light Rail (LRT)	Assess alternatives for light rail from Suffern or Nyack over to White Plains or into CT.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.01	Governments United in Action for Responsible Development (GUARD)	Property Acquisitions	Detail the land seizures required for each alternative. Quantify how changes from the footprint of the current bridge will affect residences and businesses near the facility.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of acquisition requirements for each alternative.
G-09.02	Governments United in Action for Responsible Development (GUARD)	Air and Noise	Study should quantify the effect of each alternative on the area's currently out-of-compliance status with regard to air pollution. Also should quantify and compare to national norms the rates of air pollution related illnesses in the Corridor. Each alternative should quantify the impacts on these rates. Describe in detail any plans to reduce the level of carcinogenic volatile organic compounds emitted from the trucks crossing the bridge each year. Study should quantify how each alternative will affect emissions of these compounds. How many carbon monoxide, nitrogen oxides and particulate matter (2.5 and 10) do people along the I-287 corridor currently inhale during a specific time period? How many people are exposed to the hazardous air pollutants along the Corridor? What are the health problems at different exposures? What is the extra risk of health problems in the exposed population at current traffic rates and projected at traffic levels expected in 20 years? Is there a significant difference in exposure to hazardous air pollutants to be expected with regard to any of the proposed alternatives?	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. This will include analyses of compliance with the National Ambient Air Quality Standards (e.g., carbon monoxide) and emissions of hazardous air pollutants. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.03	Governments United in Action for Responsible Development (GUARD)	Bridge Replacement	Analyze the cost of demolition of the existing bridge, the nature and location of disposition and any other factors associated with demolition.	Demolition and disposition of the existing bridge was included in the evaluation for all replacement options presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). However, the disposition of the existing bridge will be determined in later stages of the project development process.
G-09.04	Governments United in Action for Responsible Development (GUARD)	Commuter Rail (CRT)	For each alternative, analyze whether it will be structurally and operationally possible to incorporate commuter rail on one structure.	As documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), it is possible to incorporate commuter rail in a bridge crossing the Hudson River. All of the alternatives to be evaluated in the DEIS include commuter rail.
G-09.05	Governments United in Action for Responsible Development (GUARD)	Construction Impacts	For each alternative, quantify the impacts of public health during construction and demolition of the existing bridge. At a minimum, study the impact of noise, dust and other pollutants on sensitive populations. Compare the time to completion for each alternative.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. This will include analyses of compliance with the National Ambient Air Quality Standards (e.g., carbon monoxide) and emissions of hazardous air pollutants. The time for completion of each alternative has been considered.
G-09.06	Governments United in Action for Responsible Development (GUARD)	Transit	Quantify the relative efficiency and effectiveness of each alternative in creating a mass transportation link between Rockland and Westchester Counties and between Rockland County and NYC. Provide an analysis of the likely locations for stations and other facilities related to all mass transit options under consideration.	Impacts on traffic, air quality, cost, revenues, and other factors have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and <i>Transit Mode Selection Report</i> (May 2009) and will be addressed in the DEIS. The DEIS is being prepared in a tiered manner whereby general station locations will be studied in this current DEIS. Specific station locations and related impacts will be addressed in the future Tier 2 Transit Environmental Process.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.07	Governments United in Action for Responsible Development (GUARD)	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Impacts on traffic, air quality, costs, revenues and other relevant factors from the implementation of highway-speed E-ZPass technology should be quantified. Wants the costs, environmental impact and total projected reductions in traffic produced by instituting a full range of demand management and other low impact programs quantified. At a minimum, the analysis should examine: low cost or free luxury bus service to major employment centers in Westchester and CT, resumption of West Shore rail service and creation of a new rail service station just south of existing toll plaza that would utilize the current land occupied by the State Police/DOT facility.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and will be evaluated in the DEIS. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains. The transit demand modeling being conducted for the project has factored in providing shuttle bus service from transit truck lines to employment centers. As explained in the <i>Transit Mode Selection Report</i> (May 2009), a potential rail station could be located near the location mentioned. While it is not included in the alternatives it will not be precluded.
G-09.08	Governments United in Action for Responsible Development (GUARD)	Cost / Financing	Analyze in detail the likelihood that an I-87/I287 rail project or other mass transit project related to the TZ crossing will receive federal funding, with particular attention given to competing projects in the MTA region. Quantify and compare both the capital costs and the ongoing maintenance and operating costs for each alternative. Such analysis should consider the total present value of the entire stream of costs for each alternative. Quantify the cost of bringing the causeway portion of the bridge to a state of good repair without replacing it with a new structure. The cost of seismic retrofits should be calculated separately.	The project is advancing in a manner intended to ensure the maximum funding participation by the Federal Highway and Federal Transit Administrations. Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final bridge configuration will be determined in later stages of the project development process.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.09	Governments United in Action for Responsible Development (GUARD)	Traffic / Highway	Would like to quantify the impact on traffic delays and added cost if a team of 3 or 4 tow trucks were kept in constant circulation on the TZ Bridge during peak and other high traffic hours. For each alternative, the study should quantify how it will affect traffic congestion on local roads in the I-87/I-287 Corridor. For each affected intersection identify the level of improvement necessary, visual and operational impact and costs and responsibility for improvement.	Towing service cannot alleviate congestion. The current bridge service provides 24 hour tow service. Impacts due to traffic for each alternative in the corridor and on adjacent roadways will be evaluated and appropriate mitigation measures will be considered in the DEIS.
G-09.10	Governments United in Action for Responsible Development (GUARD)	Land Use	Quantify how each alternative will affect land development patterns in the region, with particular attention given to suburban sprawl and the loss of open space.	The DEIS will include such analyses.
G-09.11	Governments United in Action for Responsible Development (GUARD)	Hudson River	Study should quantify the impacts of the demolition of the current bridge on the ecology of the Hudson River and how each alternative will impact the ecology of the river, with particular attention given to polluted runoff and particulate matter fallout.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed. This analysis will include the impacts of demolition activities where appropriate.
G-09.12	Governments United in Action for Responsible Development (GUARD)	Transit Oriented Development (TOD)	For all new potential stations for mass transit, analyze the potential and desirability of higher density development near stations and the realistic likelihood of achieving such development considering the very local control of zoning and land use decisions.	The agencies are committed to a mass transit option for this project and recognize the opportunity to advance smart growth options. The NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-09.13	Governments United in Action for Responsible Development (GUARD)	No Build Alternative	No build alternative must take into account impact of instituting demand management measures and implementation of highway-speed <i>E-ZPass</i> technology.	The No Build Alternative will include such factors as they exist for the analysis years under study.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.14	Governments United in Action for Responsible Development (GUARD)	Air and Noise	Quantify the noise impacts of each alternative both during and after construction.	The DEIS will include an analysis of noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-09.15	Governments United in Action for Responsible Development (GUARD)	Park-and-Ride Facilities	For all new potential stations for mass transit, estimate the number of parking spaces needed and how and where they will be located.	Park-and-ride facilities will be evaluated and analyzed in the DEIS. This evaluation will include input and coordination with affected communities throughout the corridor. The future Tier 2 Transit Environmental Process will analyze potential transit centers and stations and park-and-ride improvements in detail.
G-09.16	Governments United in Action for Responsible Development (GUARD)	Recreation	Compare how each alternative will promote or otherwise affect public access to the Hudson River for recreational purposes.	The DEIS will include an analysis of land use and parklands as well as Section 4(f) and 6(f) analyses that address this topic.
G-09.17	Governments United in Action for Responsible Development (GUARD)	Process (General)	Other proposals/plans by other agencies for alternative improvements at other locations for increasing automobile and truck capacity and their effects on the I-87/I-287 Corridor must be evaluated. Describe any "fatal flaws" that would trigger the rejection of any of the alternatives. Examine and analyze the recent projections of development futures made by Pattern for Progress for the Hudson Valley.	The project is utilizing the official population and employment projections prepared by NYMTC, the metropolitan planning organization for the region. The DEIS will consider other projects that are in the regional Transportation Improvement Program.
G-09.18	Governments United in Action for Responsible Development (GUARD)	Commuter Rail (CRT)	Evaluate the efficacy of creating a rail link between Stewart Airport and Metro-North that would cross the Hudson River at Newburgh.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.19	Governments United in Action for Responsible Development (GUARD)	Traffic / Highway	Wants the precise contribution to traffic congestion caused by those structural qualities of the existing bridge that will be significantly altered in a new structure quantified. Commuters and truck drivers/operators should be surveyed to obtain origin and destination information and reasons for using TZ Bridge. Number of vehicles that enter the highway during peak and other periods from Exits 9, 10 and 11 should be quantified. Data should be disaggregated for cars and trucks.	Replacement options were evaluated in accordance with established evaluation criteria. Those results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Origin and destination studies were conducted in 2003 and extensive traffic counts were conducted in 2005. Data for cars and trucks are disaggregated. The DEIS will include these studies.
G-09.20	Governments United in Action for Responsible Development (GUARD)	Safety and Security	Evaluate each alternative with regard to its ability to withstand a terrorist attack.	Discussion on this topic can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). This will be further developed in the DEIS.
G-09.21	Governments United in Action for Responsible Development (GUARD)	Tunnel	Evaluate the efficacy of constructing a 45 mile tunnel between Orange County and Syosset, Long Island.	This suggestion is beyond the scope of this project.
G-09.22	Governments United in Action for Responsible Development (GUARD)	Visual Impacts	Evaluate each alternative with regard to its aesthetic impacts, in particular how it affects views to and from the river.	The DEIS will include an analysis of visual and aesthetic impacts of the project.
G-10.01	Governments United in Action for Responsible Development (GUARD)	Property Acquisitions	Opposes prospect of land seizures.	Comment noted.
G-10.02	Governments United in Action for Responsible Development (GUARD)	Air and Noise	Medical studies show that residents living along heavily trafficked roads have greater health risks. Need to find out disease rates in the community and mitigate the harmful effects of hazardous air pollutants.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. However, no epidemiological studies are proposed. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.03	Governments United in Action for Responsible Development (GUARD)	Transit	Supports the development of mass transit across the Hudson in a manner which will not threaten public health.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC. The evaluation will consider environmental impacts.
G-10.04	Governments United in Action for Responsible Development (GUARD)	Cumulative Impacts / Growth Inducing Impacts	Supports sustainable economic growth. Does not want growth to clog local infrastructure. Supports careful planning for development that prioritizes alternatives based on cost-effectiveness and environmental soundness.	The DEIS will include an analysis of growth-inducing impacts.
G-10.05	Governments United in Action for Responsible Development (GUARD)	Process (General)	Calls for hiring of independent specialists in public health, transportation analysis, environmental law and bridge and tunnel engineering to understand any potential unintentional harmful impacts of procedures and recommendations as a part of the Corridor improvements.	The project will perform and document all analysis required under NEPA, which includes the consideration of several environmental factors in the planning of transportation projects.
G-10.06	Governments United in Action for Responsible Development (GUARD)	Traffic / Highway	Opposes the widening of I-287.	Comment noted.
G-11.01	Gowanus Stakeholder Group Bob Cassara	Process (General)	Sees parallels between the previous attempted repairs on the Gowanus Expressway and the current TZ modifications. Concurs with the comments by Knight, Elyse, previous speaker, regarding the Thruway's agenda. Concerned about diverting traffic to local streets. Advocates bridge replacement.	Comment noted.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-12.01	GUARD Sher Chorost, Tarrytown Trustee & Acting Director	Air and Noise	Concerned about how increasing hazardous air pollutants produces increasing disease rates and mortality rates. Concerned about deaths due to motor exhausts and motor accidents. The area has 160% increase since 1980 in childhood asthma and extraordinarily high acute and chronic lung disease problems in the two counties. 75% of this is attributable to mobile pollution. Seeking money for an independent analysis of what the Thruway is doing.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. However, no epidemiological studies are proposed. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.
G-13.01	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Transit	Provide means of public transportation from I-287 to Long Island.	Providing public transportation to Long Island is outside the scope of this study. However, improving mobility in the corridor and to New York City should improve mobility to Long Island.
G-13.02	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Regional Planning	Transportation planning is important for what the future landscape of this area will look like.	Transportation planning is a major focus of this project. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009).
G-14.01	Hudson River Sloop Clearwater Tim Sweeney	Air and Noise	Focusing on increased use of public transportation would be one way to improve air quality.	Comment noted.
G-14.02	Hudson River Sloop Clearwater Tim Sweeney	Bridge Replacement	Opposes a new bridge, but if a new bridge were built to modern seismic standards it would require a much larger load-bearing footprint. Is therefore concerned about altered river currents and tidal patterns.	As described in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), a rehabilitated bridge requires a much larger footprint than both existing and replacement. Altered river currents and tidal patterns will be studied in the DEIS.
G-14.03	Hudson River Sloop Clearwater Tim Sweeney	Hudson River	Concerned about any work that will involve disturbing the river bottom and the effects that would have on the river ecosystem.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-14.04	Hudson River Sloop Clearwater Tim Sweeney	Land Use	Recommends that a regional approach to land use planning be taken in order to fully assess the consequences of any proposals. The proposed land use analysis of a 1/2-mile swath on either side of I-287 is insufficient. The analysis must consider the interrelationship between I-287 and all other regional infrastructure on both sides of the river.	Regional land use will be addressed in a qualitative manner in the DEIS. The ½-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis.
G-14.05	Hudson River Sloop Clearwater Tim Sweeney	Recreation	The tourism and recreational benefits the river provides cannot be overemphasized. Must remember that the impacts of the decisions that are made today will be felt for generations to come. The environmental impacts of any proposal must be of paramount concern.	The DEIS will include an analysis of land use and impacts to parklands and recreational uses.
G-14.06	Hudson River Sloop Clearwater Tim Sweeney	Public Involvement	It is imperative that the scoping process and all future decision making regarding the TZ be as transparent as possible and that the public is provided the opportunity to give meaningful input throughout the process.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process will begin and a similar public involvement process will be developed and implemented.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-15.01	Hudson River Sloop Clearwater Andy Mele, Executive Director	Air and Noise	Undertake very careful consideration of the air quality ramifications of this crossing.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-15.02	Hudson River Sloop Clearwater Andy Mele, Executive Director	Bus Service	This is a good market for a bus lane and an elevator down to Metro-North to get cars out of Tarrytown and Sleepy Hollow.	The alignment of the Bus Rapid Transit system will be evaluated in the DEIS. A vertical connection to a new train station under the bridge was evaluated and dismissed in earlier screening stages.
G-15.03	Hudson River Sloop Clearwater Andy Mele, Executive Director	Cumulative Impacts / Growth Inducing Impacts	Must consider the impact changes will have on the eastern and western legs of the crossing. Trucks will be using the eastern leg for access to Long Island, the Bronx and Queens. Changes at the TZ Bridge will add to the traffic on the bridges going to these communities. There will be ripple effects from expanding and relaxing things at the TZ Bridge.	Traffic and parking issues and appropriate mitigation measures will be considered in the DEIS.
G-15.04	Hudson River Sloop Clearwater Andy Mele, Executive Director	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Demand side management is good and this is a good opportunity for technology forcing.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
G-15.05	Hudson River Sloop Clearwater Andy Mele, Executive Director	Traffic / Highway	The TZ Bridge is packed; a solution is needed.	Comment noted.
G-15.06	Hudson River Sloop Clearwater Andy Mele, Executive Director	Cumulative Impacts / Growth Inducing Impacts	An expanded crossing will become a stimulus to development.	Induced growth will be evaluated in the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-15.07	Hudson River Sloop Clearwater Andy Mele, Executive Director	Hudson River	A bigger bridge or modifications to the current bridge will create a larger footprint on the river bottom and there will be ecological consequences.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed.
G-15.08	Hudson River Sloop Clearwater Andy Mele, Executive Director	Process (General)	Supports an economic analysis of no bridge and its impact on the economy.	The DEIS will include analysis of the No Build Alternative.
G-15.09	Hudson River Sloop Clearwater Andy Mele, Executive Director	Regional Planning	Understands there are some initiatives to develop real incentives for using I-84. This must be done as part of a regional planning model. Sponsors must take a synthesis of the regional issues, transport logic, economics, including tourism. What do these communities want? What do they see happening? How much open space is left in these communities? Will a newer and expanded crossing become a stimulus for loss of habitat in unwanted, unplanned and unmanageable development in this region?	The DEIS will address these issues. Public involvement has been and remains a key component of the environmental process. The project team will continue to utilize the project website www.tzbsite.com , community meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process will begin and a similar public involvement process will be developed and implemented.
G-15.10	Hudson River Sloop Clearwater Andy Mele, Executive Director	Tunnel	This is an opportunity to eliminate the bridge.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-15.11	Hudson River Sloop Clearwater Andy Mele, Executive Director	Cumulative Impacts / Growth Inducing Impacts	Will a newer and expanded crossing become a stimulus for loss of habitat in unwanted, unplanned and unmanageable development in this region?	The DEIS will address these issues. Public involvement has been and remains a key component of the environmental process. The project team will continue to utilize the project website www.tzbsite.com , community meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process will begin and a similar public involvement process will be developed and implemented.
G-16.01	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Air and Noise	Impact on air quality must be a primary concern. Need an extensive epidemiological survey to determine populations that are currently most severely impacted by traffic congestion and the resulting population in the Corridor and greater NY metropolitan area. Many improvements in air quality can be achieved by implementing measures outlined in the scoping document under Transportation Demand/Systems Management Strategies and New/Improved Public Transit Service.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.
G-16.02	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Bridge Rehabilitation	Opposes construction of a new bridge. Recommends maintaining and enlarging the existing bridge.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-16.03	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Construction Impacts	Consider impacts of construction or demolition or subsequent disposal of dredge material that may contain PCB contaminated Hudson River sediments. Must consider impacts on Tarrytown and adjacent towns of widening or otherwise altering the current footprint of the I-287/87 corridor of the project during the construction phase.	A series of year-long surveys is underway completed for the Hudson River including fish sampling sediment analyses. These studies will be incorporated into the DEIS and impacts on river water quality and ecology will be assessed.
G-16.04	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Regional Planning	Expanded analysis should include the feasibility of extending the TZ Corridor to Long Island to relieve heavy traffic congestion in urban communities in the Bronx and Queens.	Extending the corridor to Long Island is outside the scope of this project.
G-16.05	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Efforts should be made to reduce traffic in the Corridor by encouraging the use of staggered or flexible workday scheduling by employers.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
G-16.06	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Regional Planning	Transportation planning is critical in shaping the future of a region. Maximizing access to public transportation and minimizing pollution impacts, especially on heavily burdened communities, is essential to wise planning. Extending I-287 to Long Island would relieve traffic through Manhattan, the Bronx and Queens.	One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. Extending the corridor to Long Island is outside the scope of this project.
G-16.07	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Cost / Financing	Must consider economic impacts on commuters with respect to fare changes of the Hudson River crossing and fiscal impacts on the State and local communities of financing any proposed project. Must consider economic analysis of the cost associated with the long-term maintenance and operation of the existing structure, existing structure with modifications or alternative proposal for transportation structure.	The DEIS will include a detailed analysis of the economic impacts of project alternatives. These topics have also been addressed in the <i>Alternatives Analysis Report</i> (January 2006) and the <i>Transit Mode Selection Report</i> (May 2009).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-16.08	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Traffic / Highway	Study must consider existing, future and long-term traffic impacts for the I-287/87 Corridor for the existing bridge and each alternative proposal.	Impacts due to traffic for each alternative in the corridor and on adjacent roadways will be evaluated and appropriate mitigation measures will be considered in the DEIS.
G-16.09	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Cumulative Impacts / Growth Inducing Impacts	Must study growth-inducing aspects of the project on the commercial and industrial sectors in Westchester County, on the communities adjacent to and along major thoroughfares corresponding with each exit of the existing I-287/87 Corridor of Westchester County and on each of the remaining communities in Westchester County and the related environmental impacts caused by such growth.	The DEIS will include a qualitative analysis of growth-inducing impacts in the region.
G-16.10	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Environmental Impacts (General)	Concerned with the environmental and aesthetic impacts of the project and the quality of life of residents in the TZ Corridor. Recommends minimizing work in the river itself or any disturbance to the river bottom and shoreline. Must consider environmental impacts of construction of new structures or destruction of existing structures, specifically disturbing river sediments contaminated with heavy metal and other dangerous and toxic substances, including PCBs. Study must consider impacts of any proposals on compliance with Clean Water Act requirements for discharges to the Hudson River, specifically road runoff and other contamination caused by increased traffic, especially during storm events. Must consider economic impacts on the fisheries (commercial and recreational) of any proposed project.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed. This analysis will include the impacts of demolition activities where appropriate.
G-16.11	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Light Rail (LRT)	Consider a viable light railway system connecting eastern bank of the Hudson River communities with Metro-North Harlem and Hudson Lines in Westchester County.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-16.12	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Transit	Encourages the incorporation of inter-modal transportation alternatives into any of the possible projects considered.	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.
G-16.13	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Land Use	Approach must include land use analysis of an area much broader than the 1/2-mile swath on either side of the Corridor currently proposed.	Regional land use will be addressed in a qualitative manner in the DEIS. The ½-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis.
G-16.14	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Navigation	Consider environmental and economic impacts on the Port of NY of any construction of new transportation structures or demolition of new structures.	The DEIS will include discussion of navigation-related impacts.
G-16.15	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Regional Planning	Study review must take into consideration all regional infrastructure as it relates to the TZ Corridor.	The DEIS will consider regional infrastructure, where appropriate.
G-16.16	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Purpose and Need	Urges study sponsors to extend statement of purpose to improve mobility by emphasizing cleaner and more sustainable systems of transportation efficiency, alternative fuels and increased public transit. Statement of Purpose and Need should avoid past mistakes of adding more lanes of highway capacity.	The proposed transit alternatives that are a major focus of this study are a means to improve corridor mobility. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009).
G-16.17	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Tunnel	Recommends that a comprehensive study be conducted to determine the feasibility of constructing a deep tunnel under the riverbed as an alternative means of crossing the river, to be used especially for rail and commercial truck and bus traffic.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-16.18	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Efforts should be made to reduce traffic in the Corridor by implementing incentive programs to encourage carpooling.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
G-16.19	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Tunnel	Must consider economic, scenic, recreational, cultural, social and other environmental impacts of creating a green way/open-space corridor by constructing all or portions of the project underground.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-16.20	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Efforts should be made to reduce traffic in the Corridor by establishing a reduced toll fare schedule for off-peak travel.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
G-16.21	Hudson River Sloop Clearwater Manna Jo Greene, Environmental Director	Visual Impacts	Must consider visual impacts on the Hudson River Valley.	The DEIS will include an analysis of visual and aesthetic impacts of the project.
G-17.01	KFI Export Supply Chain Steven P. Reptak	Commuter Rail (CRT)	Provide rail service, similar to the PATH, from the NJ side of the Hudson River to the east side. Offer connection to subway or train with stops along I-95. Link this to other area rail providers.	These suggestions are beyond the scope of the DEIS.
G-18.01	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Transit	Need to break the transit barrier of the Hudson River and provide expanded operation of transit services, including surface and marine transportation.	All project alternatives to be evaluated in the DEIS accommodate transit on the bridge. The expanded use of ferry service was considered, evaluated, and dropped from consideration in the earlier screening stages.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-19.01	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Ferry Service	Encourages a thorough look at ferry opportunities.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
G-19.02	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Commercial Highway Vehicles	The scoping documents include I-684, I-84 and Stewart Airport. These areas are part of the impact area with respect to the TZ Bridge and therefore important to study. The increase in commercial truck traffic at Stewart Airport and other sub-regions that affect the Hudson Valley region must be considered. Should consider opportunities for freight movement on the river.	Stewart Airport is included in the DEIS however, the team cannot speculate what future development may occur without explicit final development commitments. Freight movement on the river is beyond the scope of this project.
G-19.03	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Transit	Completed a transportation study for the Hudson Valley region and concluded that the region will continue to grow and now is the time to seize the opportunities for expanding travel choices.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
G-19.04	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Transit	This is an opportunity for enhanced transportation and economic security. Pattern's study identifies the need for surface transportation services in the form of bus transit, walkways, bikeways and ferries as vital components of a long term strategy. These transit modes build enormous flexibility into a long-term transportation system that can grow and change over time.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC. Bikeways and walkways are part of the bridge design. The expanded use of ferry service was considered, evaluated, and dropped from consideration in the earlier screening stages.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-19.05	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Regional Planning	Recommends that the study be expanded from a corridor-wide study to a region-wide study. All of the Hudson River crossings need to be considered between the GW Bridge and Albany. Need to plan for 50 years and beyond. Study should be undertaken in two phases: (1) assess alternatives for meeting immediate needs in an accelerated time frame, and (2) assess long range alternatives for maximizing capital investments. Must be careful not to rush the planning of the long-term, future needs because of pressure on the immediate needs, but cannot ignore the immediate needs.	While the study is focused on the Tappan Zee Bridge/I-287 Corridor, the transportation demand modeling being done uses the BPM model that encompasses a 28-county region. Other entities such as NYMTC deal with regional transportation issues.
G-19.06	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Safety and Security	The Hudson Valley's transportation system is not yet fully matured, there is a need for and there are still opportunities to build in additional security enhancements and plan redundancies in other security strategies.	Discussion on this topic can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). This will be further developed in the DEIS.
G-19.07	Mid-Hudson Pattern for Progress Laura Walls, Research Director	Other River Crossing Locations	Agrees that an additional bridge is needed, north of the mid-Hudson bridge. It would connect Route 299 in Ulster County to a new proposed route in Dutchess County.	This suggestion is beyond the scope of this project.
G-20.01	New Jersey Association of Rail Passengers, Orrin Getz	Bridge Replacement	The bridge is tremendously overloaded and has an undersized deck thickness, compared to today's standards. The solution must consider the size and weight of today's trucks. The bridge has to be closed down for emergency repairs, it is only a matter of time before there will be a colossal failure.	Although both rehabilitation and replacement options were developed and analyzed in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. All options to be further developed in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks plus bicycle/pedestrian accommodation.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-20.02	New Jersey Association of Rail Passengers, Orrin Getz	Commuter Rail (CRT)	A commuter rail line across the bridge would be expensive. Doesn't believe there is the ridership justification for a commuter rail system. A light rail system seems to be a more viable alternative and should be considered. It might fit within the current right-of-way and accommodate the current grades in place for highways.	CRT has been considered in Alternatives 4A, 4B, and 4C and Option 4D. These alternatives/options have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It was reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated. All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor.
G-20.03	New Jersey Association of Rail Passengers, Orrin Getz	Regional Planning	This particular project cannot be considered alone. It must consider that it is a part of a regional system of highways and possibly mass transit.	The project is being studied in the context of the regional transportation system.
G-20.04	New Jersey Association of Rail Passengers, Orrin Getz	Cost / Financing	Implement a gas tax and fund projects that way.	This policy matter is outside the scope of the project.
G-20.05	New Jersey Association of Rail Passengers, Orrin Getz	Commuter Rail (CRT)	Must consider the region's core projects. The direct one seat ride from Rockland to Penn Station and Grand Central is being considered, must consider how these projects will work together.	The ARC project has been incorporated into the current project analyses and is reflected in the ridership and traffic forecasts. Metro-North and NJTransit have been coordinating with each other on both projects.
G-20.06	New Jersey Association of Rail Passengers, Orrin Getz	Traffic / Highway	Must consider the needs of the motor vehicles, where they are going.	An extensive origin and destination study was conducted in 2003 and was considered in the transit mode decision documented in the <i>Transit Mode Selection Report</i> (May 2009).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-20.07	New Jersey Association of Rail Passengers, Orrin Getz	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	There are many plans that could be put into place to reduce congestion on the TZ Bridge. The free parking in Westchester only serves to attract single occupancy vehicles. Provide van system from Rockland to Westchester.	Transportation Demand Management/ Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
G-21.01	New Jersey Association of Railroad Passengers Jonathan Woolley	Light Rail (LRT)	If a Hudson light rail crossing is implemented, consider linking this with an extension of the Hudson Bergen light rail through to Tenafly.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
G-21.02	New Jersey Association of Railroad Passengers Jonathan Woolley	Park-and-Ride Facilities	Improve parking at the Pascack Valley and Port Jervis Line stations.	Park-and-ride facilities will be evaluated and analyzed in the DEIS. This evaluation will include input and coordination with affected communities throughout the corridor. The future Tier 2 Transit Environmental Process will analyze potential transit centers and stations and park-and-ride improvements in detail.
G-21.03	New Jersey Association of Railroad Passengers Jonathan Woolley	Process (General)	Merge this process with other EIS processes, such as the West Shore Line.	This project considers other major projects being implemented in the same timeframe.
G-21.04	New Jersey Association of Railroad Passengers Jonathan Woolley	Commuter Rail (CRT)	Hopes the effort on the part of the sponsors to improve transit service across the Hudson and TZ area is a good faith effort and not just show.	Comment noted.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-22.01	Nyack Republican Committee Joseph Amoon, Chairman	Property Acquisitions	Many Nyackers are still very upset over the first time the NYS Thruway came through and ripped through Nyack. The project left problems that have yet to be corrected. An objective of the Thruway should be to be very certain that it does everything within its power to correct any adverse impacts on the Nyacks. At morning and evening rush hour at the intersections of Depew Avenue and Route 9W and Upper Depew Avenue and Route 9W there is a traffic nightmare on the local streets. The normal grid pattern was removed during the first bridge project and Nyack was left with funnels for crossings that are bottlenecks. Upper Depew Avenue is in shambles; it appears no meaningful reconstruction has been done in decades. Take no more right-of-way or private housing in Nyack or South Nyack.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of acquisition requirements for each alternative.
G-22.02	Nyack Republican Committee Joseph Amoon, Chairman	Other River Crossing Locations	Other river crossings should be contemplated. It shouldn't all fall within NY State. Consider a heavy rail crossing at Piermont. Another rail crossing for cars and perhaps transit at Alpine, Yonkers where a busy ferry used to work. Should the Bear Mountain Bridge remain as small as it is? Make Jersey carry part of the load. This will necessitate various states working together. Someone at the Federal level and at the State level should get together and look at what's best for the entire region as a whole.	This suggestion is beyond the scope of this project.
G-22.03	Nyack Republican Committee Joseph Amoon, Chairman	Tunnel	Perhaps a tunnel is the answer if construction can stay within the existing right-of-way. If a tunnel option is the choice, return the land on top back to the community. The local streets could be reconnected and provide land for ball fields or a band shell with a river view.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-23.01	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Regional Planning	Supports improved access to Metro-North stations in Orange County.	Potential impacts to these stations will be analyzed in the current DEIS. Potential improvements will be considered in the future Tier 2 Transit Environmental Process.
G-23.02	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Transit	Supports improved transit including the expansion of dial-a-bus service and opportunities for busing to train stations.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC. All proposed transit systems will interface and transfer with all existing transit systems.
G-23.03	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Park-and-Ride Facilities	Supports increased parking at Metro-North stations in the Woodbury/Harriman area and increased parking for Shortline commuters.	These stations are outside the study area for this project.
G-23.04	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Regional Planning	Orange County Citizen's Foundation 2003 Priority List: When casino plans in Sullivan County are in place, jointly investigate, with Sullivan County, expanding capacity on Route 17. Expedite the new interchange at Exit 122 - NYS Route 17 (Town of Wallkill/City of Middletown) - Alternative 2C. The area will accommodate first class development and create higher paying jobs for the county residents. Supports improvements to Route 9W, north of Route 84 in Newburgh and improvements at Exit 5 of I-84 to reduce impact of truck traffic. Supports upgrades of both Route 298 and 17K to accommodate increased traffic from Sullivan County.	The locations mentioned are outside the scope of this project.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-23.05	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Air and Noise	A transit alternative would improve air quality by reducing auto, truck and bus emissions.	All project alternatives consider transit modes in air quality analyses.
G-23.06	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Commuter Rail (CRT)	A commuter rail network should be included in any alternative chosen. Public transit with connections and direct access to and from Orange County would greatly improve the quality of lives of the residents who travel daily to work.	All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to NYC and BRT across the full corridor.
G-23.07	Orange County Citizens Foundation, Inc. Patricia Gilchrest, Executive Director	Process (General)	Foundation concurs with the project sponsors that the need for the project is indisputable and are gratified that the agencies involved recognize Orange County as a participant. Hope that the study will remain regional in scope and innovative in vision.	Comment noted.
G-24.01	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Regional Planning	Approach regarding Stewart is wise, provided projections of traffic growth are based on a realistic assessment of potential, not "boosterism".	Stewart Airport is included in the project as it is currently configured and currently operates. We cannot make assumptions or predictions for future growth unless/until a formal project/plan becomes a reality. Alternatively, we will evaluate potential growth in the DEIS in a qualitative manner.
G-24.02	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Commuter Rail (CRT)	Study should consider the possibility that a new rail tunnel under the Hudson in the vicinity of Penn Station will be constructed in the next 10 years.	The transportation demand modeling process will include the effects of ARC in the analyses for the DEIS.
G-24.03	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Commuter Rail (CRT)	West Shore Line should be included in the EIS as a possibility that could affect the best transit choice in the vicinity of the bridge.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-24.04	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Guaranteed rides home as well as parking ratios tied to the availability of transit, lower where transit is available, should be considered. Parking preferences for HOV should be dropped and high speed toll plazas should be added. The HOV lane on the bridge should include an option for single occupancy vehicles to buy their way into the lane if it is not fully used.	Transportation Demand Management/ Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS. The HOV/HOT lanes under study would include an option for SOVs on a pay basis.
G-24.05	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Ferry Service	Assess service to lower Manhattan in addition to midtown.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
G-24.06	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Public Involvement	Wants to commend the NYSTA and the MTA for their thorough public outreach process. Process will only be as good as the organizations' response to the comments. Suggests the organizers post all the comments on the Web site and summarize them in the next newsletter and provide a response to them through the Web site and newsletter.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process process will begin and a similar public involvement process will be developed and implemented.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-24.07	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Traffic / Highway	Weekend data analysis should be included. Traffic demand modeling techniques should not assume a fixed travel demand table. Assumptions about what is desired from a land use perspective should be made and the transportation program to achieve it determined or determine what land use patterns are needed to achieve a given transportation outcome.	Weekend traffic analyses will be done. The BPM model being used incorporates a variable trip table. Land use planning will be addressed in the DEIS.
G-24.08	Regional Plan Association Jeffrey Zupan, Senior Fellow for Transportation	Purpose and Need	For Goal 1, a sub-objective in the 4th bullet should address shifting travel away from the peak period. This is later addressed in Alternative 4.1.2.3. For Goal 6, cost-effectiveness in the first bullet should address the issue of competing transportation infrastructure in the region, especially related to transit expansion projects. Many of the short-term, low capital improvement projects addressed do not have to wait until resolution on the bridge, they can be implemented now.	The original goals and objectives were presented in 2003, and refined during the 2008 scoping update.
G-25.01	Rockland Audubon Society Carol Weiss	Transit	Light rail and small bus service must be a priority. These options must include local stops (Westchester, the Bronx, Long Island, New England), not just destinations such as Manhattan.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes. As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
G-25.02	Rockland Audubon Society Carol Weiss	Air and Noise	Lives near the Thruway and the noise is constant. The goal of this study should be to reduce vehicular traffic, not increase it.	The goal of the project is to reduce congestion and improve mobility in the corridor. That will be accomplished by considering a range of Transportation Demand Management/ Transportation Systems Management (TDM/TSM) initiatives, highway improvements, and new transit service.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-26.01	Rockland County Conservation Association Dorice Madronero, Second Vice President	Air and Noise	Interested in seeing an independent study, particularly with regard to air quality. Rockland is in a non-attainment zone for ozone. Cancer rates and asthma rates are high in the county.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. The air quality standards against which project alternatives will be evaluated are health-based standards and all analysis will comply with current requirements.
G-26.02	Rockland County Conservation Association Dorice Madronero, Second Vice President	Regional Planning	Stewart Airport is in the pipeline and there is going to be more traffic along the Corridor trying to get to Stewart.	Stewart Airport is included in the project as it is currently configured and currently operates. We cannot make assumptions or predictions for future growth unless/until a formal project/plan becomes a reality. Alternatively, we will evaluate potential growth in the DEIS in a qualitative manner.
G-26.03	Rockland County Conservation Association Dorice Madronero, Second Vice President	Bridge Replacement	If it is necessary to put up a new bridge, the old one should be removed.	Demolition and disposition of the existing bridge was included in the evaluation for all replacement options presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). However, the disposition of the existing bridge will be determined in later stages of the project development process.
G-26.04	Rockland County Conservation Association Dorice Madronero, Second Vice President	Bus Service	Provide access to the Metro-North lines in Tarrytown. There should be an elevated area to come off the bridge, have a bus there and bring people directly to the train.	The alignment of the Bus Rapid Transit system will be evaluated in the DEIS. A vertical connection to a new train station under the bridge was evaluated and dismissed in earlier screening stages.
G-26.05	Rockland County Conservation Association Dorice Madronero, Second Vice President	Cumulative Impacts / Growth Inducing Impacts	If you build it, they will come.	Induced growth will be addressed in the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-26.06	Rockland County Conservation Association Dorice Madronero, Second Vice President	Light Rail (LRT)	Would like to see light rail, believes it is integral to clearing the air.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
G-27.01	Salisbury Point Co-op Cyrille Paul, Vice President of the Board	Bridge Replacement	Concerned about a three level bridge across the Hudson. Lives adjacent to the bridge and does not want to look under the new bridge. If the new bridge were built to the north of the old bridge it would be right under his condominium complex.	The reasons that the replacement options that were considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) has been added to the report. However, the final bridge configuration will be determined in later stages of the project development process.
G-27.02	Salisbury Point Co-op Cyrille Paul, Vice President of the Board	Public Involvement	Urges continued consideration of the people who live along the current Thruway and who live directly next to the bridge.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process will begin and a similar public involvement process will be developed and implemented.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-28.01	Salisbury Point Cooperative Jeanne Marie McVeigh	Other River Crossing Locations	Why only look at TZ Bridge? Perhaps some traffic can be diverted to other crossings or other modes of transportation. Perhaps a bridge/tunnel north and south of Nyack. Maybe there is a need for additional crossings.	Alternate river crossing locations were considered and eliminated from further consideration due to poor transportation performance and potentially substantial environmental impacts. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
G-28.02	Salisbury Point Cooperative Jeanne Marie McVeigh	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Supports ideas of enhancing current forms of transportation: bus, carpool, toll variations, etc.	Comment noted.
G-28.03	Salisbury Point Cooperative Jeanne Marie McVeigh	Tunnel	If an alternative other than the current structure is needed, supports the tunnel alternative.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-29.01	Scenic Hudson Jeffrey Anzevino Regional Planner	Bridge Rehabilitation	Consider this alternative.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
G-29.02	Scenic Hudson Jeffrey Anzevino Regional Planner	Bridge Replacement	Consider this alternative.	Replacement options were considered, analyzed, and the results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-29.03	Scenic Hudson Jeffrey Anzevino Regional Planner	Transit Oriented Development (TOD)	East-west transit service that is not a part of the current vehicular problem should be the source of additional people moving capacity. The AA and DEIS should examine all opportunities for transit oriented development around potential transit stations in the Corridor.	The agencies are committed to a mass transit option for this project and recognize the opportunity to advance smart growth options. The NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-29.04	Scenic Hudson Jeffrey Anzevino Regional Planner	Cumulative Impacts / Growth Inducing Impacts	DEIS must examine the impacts of increased transportation availability.	The DEIS will include analyses of growth-inducing aspects.
G-29.05	Scenic Hudson Jeffrey Anzevino Regional Planner	Land Use	A land use analysis should cover more than 1/2 mile on either side of the Corridor.	Regional land use will be addressed in a qualitative manner in the DEIS. The ½-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis.
G-29.06	Scenic Hudson Jeffrey Anzevino Regional Planner	Purpose and Need	The Purpose and Needs statement should be revised to explicitly state that the project is intended to "...address the mobility needs of the I-287 Corridor without increasing the capacity of the NYS Thruway or parallel roadways." The concluding statement in the Purpose and Needs Statement, "...other existing Thruway infrastructure in the Corridor." should be removed because it is unclear. Section 4.1.5 Roadway Improvements indicates additional lanes in select sections of I-287 are under consideration; this should be removed from consideration.	The original Project Purpose and Need was presented in 2003, and refined during the 2008 scoping update process.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-29.07	Scenic Hudson Jeffrey Anzevino Regional Planner	Tunnel	Consider this alternative.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-29.08	Scenic Hudson Jeffrey Anzevino Regional Planner	Visual Impacts	Implications of construction on the scenery of the shoreline should be discussed in the AA and DEIS. Visual simulations of all alternatives should accompany the DEIS.	The DEIS will include an analysis of visual and aesthetic impacts of the project. We anticipate utilizing visual simulations in the DEIS.
G-30.01	Stewart Park and Reserve Coalition (SPARC) Sandra Kissam, President	Cumulative Impacts / Growth Inducing Impacts	Sponsors should study what the induced traffic and growth development, secondary development and induced pressure on infrastructure and economy of the surrounding communities and the airport will be.	The DEIS will consider growth-inducing impacts.
G-30.02	Stewart Park and Reserve Coalition (SPARC) Sandra Kissam, President	Regional Planning	Organization's mission is to save the Stewart buffer lands west of Drewey Lane. It is very important that the environmental studies include the impacts on Stewart Airport, the Stewart buffer lands and the surrounding communities of Montgomery, New Windsor, Newburgh and Hamptonburgh and the City of Newburgh, in particular.	Stewart Airport is included in the project study as it is currently configured and currently operates. We cannot make assumptions or predictions for future growth unless/until a formal project/plan becomes a reality. Alternatively, we will evaluate potential growth in the DEIS in a qualitative manner. Evaluation of Stewart Airport growth impacts on the surrounding area are beyond the scope of this project.
G-31.01	Tacoma Park Highway Design Study Doug Willinger	Construction Impacts	Need to come up with better ways to minimize construction impacts, instead of pushing the problems aside and doing nothing.	Construction impacts for all environmental disciplines will be analyzed in the DEIS and appropriate mitigation measures developed.
G-31.02	Tacoma Park Highway Design Study Doug Willinger	Regional Planning	Need multi-modal, long-term planning and should have combined extra highway with high-speed heavy rail connecting east/west to Cross Westchester.	These alternatives/options have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-31.03	Tacoma Park Highway Design Study Doug Willinger	Commuter Rail (CRT)	A railroad along I-287 would be one of the most beneficial things that could be done for the area. It would tie together the existing north/south lines and it should run all the way to the CT border. If a tunnel is not feasible, portions of the freeway should be urban decked, possibly sections near the water, to help reduce the impacts. Could cover a portion of the toll plaza and rebuild the mansion, the Luke Estate that used to be there.	CRT was analyzed as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor. Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-31.04	Tacoma Park Highway Design Study Doug Willinger	Traffic / Highway	Very interested in what happens to I-287. It should have more capacity, including a railroad. The corridor is really two freeways: I-287 and I-87 and the capacity should reflect that. It is one of the only east/west corridors.	Comment noted.
G-31.05	Tacoma Park Highway Design Study Doug Willinger	Tunnel	A tunnel deserves a fully objective look. Would like to see more use of tunneling for other corridors, like the Cross County Parkway; bury it beneath New Rochelle to hook up with I-95 or a drilled tunnel to NJ and drill tunnels across Manhattan. The public supported a West Street 9A tunnel, but the plan is sidelined because of a vocal minority of people who are afraid of construction disturbance.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-32.01	Tappan Long Island Tunnel Advocacy Alexander Saunders	Air and Noise	A tunnel puts the air where it can be controlled.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-32.02	Tappan Long Island Tunnel Advocacy Alexander Saunders	Environmental Justice	Consider in scoping study.	The DEIS will include an analysis of impacts with respect to environmental justice.
G-32.03	Tappan Long Island Tunnel Advocacy Alexander Saunders	Safety and Security	Separate truck and auto traffic in the interest of safety and convenience. Research Euro Tunnel, where all vehicle traffic is on trains.	The improvement of highway safety is integral to the Project Purpose and Need. It will be considered in the development of each of the alternatives in the DEIS. Separation of truck and auto traffic is not a consideration in this project.
G-32.04	Tappan Long Island Tunnel Advocacy Alexander Saunders	Transit	Local mobility improves social structure and quality of life.	Comment noted.
G-32.05	Tappan Long Island Tunnel Advocacy Alexander Saunders	Air and Noise	A full regional air quality analysis must be made. Should include human effects and physical deterioration to the environment.	The DEIS will include an analysis of air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-32.06	Tappan Long Island Tunnel Advocacy Alexander Saunders	Regional Planning	Travel from any of the five major regional airports is nonexistent.	The suggested regional study related to airports is beyond the scope of the current project.
G-32.07	Tappan Long Island Tunnel Advocacy Alexander Saunders	Construction Impacts	Any method of construction must be completed in a timely and non-intrusive manner.	The DEIS will document avoidance, minimization and mitigation of construction impacts.
G-32.08	Tappan Long Island Tunnel Advocacy Alexander Saunders	Cost / Financing	Any reconstruction process, which involves intrusion in the region and the road system, must count the value of the time lost to the public as well as the actual cost of construction. Any approach should be sufficiently cost effective to be financed out of ongoing day-to-day tolls. The tax base of the region and the county is running at a tremendous deficit and any infrastructure requiring massive capital infusions will be delayed.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008)-has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-32.09	Tappan Long Island Tunnel Advocacy Alexander Saunders	Freight Rail Service	The region, particularly Long Island, desperately lacks adequate rail service for freight movement.	A regional study of freight movement is not in the scope of this project.
G-32.10	Tappan Long Island Tunnel Advocacy Alexander Saunders	Hudson River	Any action must be done in such a way as to cause no further damage to the Hudson River and Long Island Sound and whenever possible to restore the shorelines and improve water quality.	The DEIS will include analysis of water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed. This analysis will include the impacts of demolition activities where appropriate.
G-32.11	Tappan Long Island Tunnel Advocacy Alexander Saunders	Traffic / Highway	The driving environment should be interesting, soothing and pleasant.	Comment noted.
G-32.12	Tappan Long Island Tunnel Advocacy Alexander Saunders	Traffic / Highway	Every day hundreds of thousands of people are delayed and endangered by the present road system. Any process which addresses remediation in this area should be done as rapidly as possible.	Comment noted.
G-32.13	Tappan Long Island Tunnel Advocacy Alexander Saunders	Commuter Rail (CRT)	All passenger services are provided by "spoke railroads" with their hub in Manhattan. Travel across Rockland and Westchester is nonexistent. Passenger service to Long Island is virtually nonexistent.	Comment noted.
G-32.14	Tappan Long Island Tunnel Advocacy Alexander Saunders	Traffic / Highway	Any new automobile infrastructure should be unaffected by weather, sun glare, pavement deterioration and any other hazards to motorists.	The improvement of highway safety in the corridor is integral to the Project Purpose and Need and will be reflected in each alternative evaluated in the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-32.15	Tappan Long Island Tunnel Advocacy Alexander Saunders	Tunnel	Advocates a major tunnel running the entire length of the east-west I-287 Corridor and completing it across the Long Island Sound. Tunnel would start with a combined rail and highway tunnel system at the Mahwah/Suffern interchange, follow essentially the I-287 right-of-way all the way, 45 miles, to the Seaford-Oyster Bay expressway on Long Island. The system would stay underground making connections via rising ramps with the major roads and railroads encountered along the way. Submitted fact sheets, costs sheets and pictures.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-33.01	Tappan Long Island Tunnel Advocacy Alexander Saunders	Freight Rail Service	The region includes Long Island too. Most of the heavy freight crossing the Hudson is headed for Long Island.	A regional study of freight movement is not in the scope of this project.
G-34.01	Tappan Long Island Tunnel Advocacy Alexander Saunders	Tunnel	Open roads and open railroads aren't aesthetically pleasing, don't construct them. The sponsors should demand field trips to better understand the tunnel construction process and the costs of that construction. In Europe they build tunnels for less than it costs to pave roads.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-35.01	Tappan Long Island Tunnel Advocacy Alexander Saunders	Transit	Local cities need to be accessible without driving the automobile.	Comment noted.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-35.02	Tappan Long Island Tunnel Advocacy Alexander Saunders	Regional Planning	There must be synergy among the cities. A regional study, which includes a study of the potential and historical synergy between the Hudson Valley, downstate New York, New England and Long Island, is needed. Why does everything have to go through NYC? Part of the thinking process should be what if New York City was not there? The study must include a recusement of the sponsoring agents and the investigation of the effects of privatization. The sponsors should study whether it has to be a public organization that sponsors this project and the process should be to study a broad spectrum of potential solutions.	The suggested regional study is beyond the scope of the current project.
G-35.03	Tappan Long Island Tunnel Advocacy Alexander Saunders	Tunnel	Supports a tunnel to Long Island.	This suggestion is beyond the scope of this project.
G-36.01	Tri-State Transportation Campaign	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	An early action program should be implemented. Many measures described in Transportation Demand/System Management Strategies can be implemented in a much closer time frame than the overall project and would help build public confidence in the overall project and provide some measure of congestion relief in the near term.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS. The Project Sponsors are unable to implement any early actions.
G-36.02	Tri-State Transportation Campaign	Cost / Financing	Sponsors should study funding strategies for capital-intensive options and specifically develop scenarios regarding possible Thruway Authority financing of corridor transit options.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-36.03	Tri-State Transportation Campaign	Best Practice Model (BPM)	Expansion of highways into environments where demand for land development is high brings additional and longer vehicle trips. This phenomenon must be considered through sophisticated modeling with clear numbers for both diverted trips and induced (new) trips. The project must demonstrate the sustainability of the new capacity and should explicitly address the problem of induced sprawl development and traffic.	The project does not propose to expend the highway system into environments where land developments is high. It proposes to maintain and preserve the critical river crossing and reduce congestion and increase mobility in the corridor. Modeling and forecasting will be done utilizing the NYMTC Best Practice Model (BPM).
G-36.04	Tri-State Transportation Campaign	Land Use	Adding lane capacity in the Corridor will have wider land use impacts than the 1 mile swath to be studied. A general land use impact analyses should be carried out for Rockland, Orange and Westchester Counties in their entireties. Scenarios of the types of land use that would most efficiently support different kinds of mass transit developments should be studied. Consider how existing land uses and possible future land use scenarios affect the performance of bus rapid transit.	Regional land use will be addressed in a qualitative manner in the DEIS. The ½-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis. The transportation demand modeling done for the project is based on official projections of population and employment developed by NYMTC.
G-36.05	Tri-State Transportation Campaign	Process (General)	Delays in the process have impacts. The scope should identify delay as a factor to be examined in the study of alternatives. Sponsors should adhere to the condition set forth in the MIS approval by NYMTC that construction of a transit line and any new crossing occur and be financed concurrently.	In order to expedite the involved process of developing both a bridge replacement and a transit implementation project, the project is being advanced using a tiered process. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements. Phase 1 of the finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008), has been released and is available at the project website, www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions are being formulated in Phase 2 of the finance study, currently underway.

2003 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-36.06	Tri-State Transportation Campaign	Process (General)	The highway segments targeted for expansion should be identified to the public as early as possible.	As soon as this information is available, it will be made available to the public as we develop the DEIS.
G-36.07	Tri-State Transportation Campaign	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	An early action program should be implemented. Many measures described in Transportation Demand/System Management Strategies can be implemented in a much closer time frame than the overall project and would help build public confidence in the overall project and provide some measure of congestion relief in the near term.	Transportation Demand Management/ Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS. The Project Sponsors are unable to implement any early actions.

Table 3-5
2003 Comments – Public

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-01.01	Daly, Holly	Bridge Replacement	Focus on other alternatives, not a new bridge. With a new bridge, where would all the traffic go once in Westchester?	The number of lanes along the corridor has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. Although both rehabilitation and replacement options were developed and evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. All options to be further developed in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks plus bicycle/pedestrian accommodation. This traffic arrangement is consistent with the existing approaches on both sides of the bridge. Transit alternatives are a major focus of this study. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009). Traffic congestion issues and highway improvement options in Rockland County will be studied and evaluated in the DEIS.
P-01.02	Daly, Holly	Bus Service	In the short term, improve <i>Bee-Line</i> Service within Westchester (less stops, more express service) and improve service to Rockland. Consider express buses to I-287 major office parks.	Improvement of local bus service is not within the purview of this project. The development of future BRT service will be closely coordinated with existing and proposed local bus service.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-01.03	Daly, Holly	Commuter Rail (CRT)	Provide cross-Westchester Metro-North line.	CRT was analyzed as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). Those alternatives included cross corridor CRT. All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-01.04	Daly, Holly	Ferry Service	Provide service from Rockland County to Manhattan.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
P-01.05	Daly, Holly	Non-Motorized Transportation (Bicycles and Pedestrians)	Consider adding a bicycle and pedestrian lane to existing bridge.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS. The project cannot implement any improvements until the Record of Decision.
P-01.06	Daly, Holly	Traffic / Highway	Without undertaking major improvements on I-287, Route 119, Saw Mill Parkway, Route 9, etc., there will be bottlenecks if a new bridge is implemented.	Impacts due to traffic for each alternative in the corridor and on adjacent roadways will be evaluated and appropriate mitigation measures will be considered in the DEIS.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-02.01	D'Amour , Armand	Tunnel	A tunnel is needed in case of a nuclear leak; it should be half way between the TZ Bridge and the GW Bridge. The Cross County should be rebuilt to accommodate this. The tunnel would connect 95 north of New Rochelle, come across the Cross County enter the tunnel in the Saw Mill River Valley and come out in a natural valley behind the Hudson Palisades. This eliminates congestion on the existing bridge, provides a connection from I-95 from the north directly to the NJ Turnpike and relieves traffic on the GW Bridge.	Alternate river crossing locations were considered and eliminated from further consideration due to poor transportation performance and potentially substantial environmental impacts. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-02.02	D'Amour, Armand	Bridge Rehabilitation	The bridge should be rebuilt in line with the capacity of I-287.	Rehabilitation and replacement options were considered, analyzed and results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks plus bicycle/pedestrian accommodation.
P-03.01	Edwards, John	Bridge Rehabilitation	The bridge should be completely repaired.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-03.02	Edwards, John	Bridge Replacement	Are you going to build a double decker bridge?	Although both rehabilitation and replacement options were developed and analyzed in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. Both single and dual level alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-03.03	Edwards, John	Bus Service	<i>Bee-Line</i> , in Westchester, does not do a very good job. There has only been one bus per hour during rush hour from Sleepy Hollow to White Plains. Start working with <i>Bee-Line</i> to provide better service.	Service plans of private bus lines will be coordinated with the proposed full-corridor BRT options that are advanced in the DEIS. BRT options can be found in the <i>Transit Mode Selection Report</i> (May 2009).
P-03.04	Edwards, John	Regional Planning	Sleepy Hollow is going to jump in population by no less than 65%; the business community adds another 15%. This must be addressed as part of the process. The solution must have nothing less than 8 lanes to meet the needs of the growing population in Westchester and the development in White Plains.	The DEIS will consider growth-inducing aspects of the project.
P-03.05	Edwards, John	Regional Planning	The bridge cannot be eliminated because there is no better location for the interlinking of the different highway systems.	The final bridge configuration will continue to link I-287 in Rockland and Westchester Counties.
P-03.06	Edwards, John	Transit	More has to be done to encourage use of mass transit.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-03.07	Edwards, John	Park-and-Ride Facilities	Must set up park-and-ride situations that encourage people to get out of their cars and use light rail to cross the bridge and move throughout Rockland and Westchester counties.	Park-and-ride locations are being studied. Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It was reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated from consideration in the DEIS.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-03.08	Edwards, John	Light Rail (LRT)	The solution must incorporate light rail service.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
P-03.09	Edwards, John	Traffic / Highway	There is a definitive need for at least two more lanes each way on I-287. Double-decker highway is not appropriate for Westchester. Must also look into proper linkages into the CT Turnpike.	Comment noted.
P-03.10	Edwards, John	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	The problem with carpooling is that people don't want to ride with strangers.	Comment noted.
P-03.11	Edwards, John	Tunnel	Where are the entrances? Where are the exits? How many houses are going to be taken down to accommodate the plan? How many people will be displaced? If the problems can be addressed, advocates a tunnel.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). One of the goals of the project has been to minimize any community property takings. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-04.01	Fisher, Andrew	Commercial Highway Vehicles	Need a major east/west commercial traffic corridor in northern Westchester, ideally located midway between I-287 and I-84 in Dutchess County. Need a real north/south truck route connecting I-287 up to I-84 along Westchester County. Reach out to large employers, collect employee zip code data, add this to the information collected in the 2000 census and use these commuter patterns as part of the planning.	The study of additional truck corridors in the region is outside the scope of this project.
P-04.02	Fisher, Andrew	Construction Impacts	The State should investigate acquiring the former GM Plant along the Hudson and North Tarrytown. It is ideal for use as a construction staging area and could be sold back after project completion.	Construction staging for a replacement bridge will be investigated in the DEIS.
P-04.03	Fisher, Andrew	Transit	Multiple modes of mass transit should be added to this plan.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-04.04	Fisher, Andrew	Purpose and Need	Must look at improving the Indian Point evacuation capacity and add this as an objective of this project.	A qualitative traffic analysis of the impact of each alternative on any emergency response, including the evacuation of the area due to an incident at Indian Point, will be considered in the community services section of the DEIS.
P-04.05	Fisher, Andrew	Tunnel	A tunnel makes sense for several reasons: it is not impacted by weather, people can't jump off it to commit suicide and it has lower road maintenance costs for the road and structure.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-05.01	Greiner, Bob	Bus Service	Expand bus service from Rockland County to Tarrytown and points south.	Improvement of local bus service is not within the purview of this project.
P-05.02	Greiner, Bob	Ferry Service	Expand ferry service from Rockland County to Tarrytown and points south.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
P-05.03	Greiner, Bob	Transit	Mass transit should be given more priority than highways or increasing the lanes of traffic.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC. Safety and operational improvements to I-287 in Rockland County will continue to be a goal of the project.
P-05.04	Greiner, Bob	Commuter Rail (CRT)	Mass transit should be expanded on both sides of the Hudson. Increase the trains on the Hudson line and expand the light rail service in northern NJ up into Rockland County. Expand service on the MTA line up to Suffern and points north.	CRT has been considered as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
P-06.01	Krajovan, John	Bridge Replacement	Rebuild it, don't fix it, and include a rail link.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-06.02	Krajovan, John	Non-Motorized Transportation (Bicycles and Pedestrians)	Include pedestrian path.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-07.01	Panettiere, Tom	Bridge Replacement	Instead of a bridge, the area where the current bridge is could be filled in and built up. The TZ would be an elevated roadway. The middle area could ride high enough to let shipping pass through, but all other areas would be a closed structure.	Impacts to the river were considered in the evaluation of the bridge replacement and rehabilitation options presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final bridge configuration will be determined in later stages of the project development process and impacts to the river will be again evaluated for all alternatives.
P-07.02	Panettiere, Tom	Commuter Rail (CRT)	If the elevated river crossing roadway concept is implemented, Metro-North could have a shelf along one side of this elevated structure at a fairly constant height to keep the trains within their grade limitations. Keeping the railroad at a lower height than the road would allow for building passenger stations on the West Shore.	The concept of rail on a replacement bridge is generally represented by Replacement Options 2 and 3 in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-08.01	Ripari, Gianni	Other River Crossing Locations	Need another Hudson River crossing. Why is there a 25-mile stretch of nothing to cross the Hudson?	A major focus of this study is the rehabilitation or replacement of the Tappan Zee Bridge which is a critical link connecting Rockland and Westchester Counties. Alternate and supplemental river crossing locations were considered and eliminated from further consideration due to poor transportation performance and potentially substantial environmental impacts. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-09.01	Messina, John	Freight Rail Service	Freight rail should be removed from the review and freight routing should become a separate issue, which should study existing freight movement. The study should focus on NYC and a 100-mile circle surrounding the city. Those who run the freight lines and those businesses that ship via trucks and rail should resolve the issue.	A regional study of freight movement is not in the scope of this project.
P-09.02	Messina, John	Transit	Construct a rail station on the Hudson Line under the bridge to provide transfer to the existing bus service.	Potential station locations have been identified in the <i>Transit Mode Selection Report</i> (May 2009). Final station locations will be determined in the future Tier 2 Transit Environmental Process.
P-09.03	Messina, John	Commuter Rail (CRT)	Rail portion of the project should run from Suffern to Port Chester with transfer points at Port Jervis, Pascack Valley, Hudson, Harlem and New Haven Lines. It could connect to Stewart Airport via a monorail or Magnetic Levitation (MAGLEV). The rail and additional traffic lanes should be elevated to avoid expanding I-287 footprint. Some portions of the rail may have to be tunneled to meet grade requirements (Palisades Center to Hudson River west shore).	CRT was analyzed as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). Those alternatives included cross corridor CRT. All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project. A connection to Stewart Airport is not in the scope of the DEIS.
P-10.01	Inskeep, Judith	Cost / Financing	The cost factor should not be overemphasized.	Comment noted.
P-10.02	Inskeep, Judith	Non-Motorized Transportation (Bicycles and Pedestrians)	Bicycle and pedestrian travel should be accommodated.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-10.03	Inskip, Judith	Commuter Rail (CRT)	Rail service is absolutely essential. The placement of rail stations might rearrange housing patterns in a more sensible way.	CRT and its effect on land use has been considered as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). It will be further evaluated in the DEIS.
P-10.04	Inskip, Judith	Tunnel	Advocates a tunnel replacement.	Comment noted.
P-11.01	McGovern, Kyle	Traffic / Highway	Tarrytown has tremendous traffic problems. Any expansion of lanes or second bridges will bring more traffic to Tarrytown.	The DEIS will include detailed study of traffic and growth-inducing impacts.
P-11.02	McGovern, Kyle	Transit	Need to consider the alternatives to add public transportation.	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.
P-12.01	McQuade, Nancy	Tunnel	Tunnel seems like a great idea, concerned with the following: (1) psychological impact (are there more phobias than with bridges?); (2) which option is more flexible for the future? (3) What are the long-term maintenance costs? (4) In case of disaster, does one option have advantages over the other? (5) Include as many modes of transport as possible; (6) possibly include a transportation center at crossings to hook up with ferries; (7) who does the bridge serve? The "bypass" for the Bronx/Yonkers sounds interesting if Long Island is truly a major destination. Perhaps include a similar underground solution for I-287; (8) If public transportation is to become a natural first choice, we need better parking; (9) Which option offers greater control of contaminants before they reach the environment; (10) Combine utilities and other uses to help fund and maintain.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-13.01	Lancaster, Pat	Commuter Rail (CRT)	Commuter rail will only bring more pollution.	The DEIS will include a detailed analysis of potential air quality impacts during construction and operation of project alternatives, including CRT. Appropriate mitigation measures will be developed.
P-13.02	Lancaster, Pat	Traffic / Highway	Concerned about putting eight lanes of traffic on the bridge where each landside only has four lanes.	The project will propose a balanced lane configuration on the bridge and bridge approaches.
P-13.03	Lancaster, Pat	Commuter Rail (CRT)	Suggests a rail on the west side of the river.	The West Shore Line is currently used for rail freight. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used to serve freight trains.
P-14.01	Munroe, Patrick	Ferry Service	Reintroduce ferry service between Nyack and Tarrytown and between Nyack, Tarrytown and Manhattan.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
P-14.02	Munroe, Patrick	Commuter Rail (CRT)	Redevelop and reopen commuter and freight rail lines between Nyack and the New Jersey coast of the Hudson.	The West Shore Line is currently used for rail freight. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used to serve freight trains.
P-14.03	Munroe, Patrick	Traffic / Highway	More and bigger highways in and out of cities worsen the very problem they were intended to solve.	Comment noted.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-15.01	Hinstersteiner, Robert, PE	Property Acquisitions	A new bridge must use the existing portals and not destroy existing communities.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of acquisition requirements for each alternative.
P-15.02	Hinstersteiner, Robert, PE	Regional Planning	Could provide public transportation system from Stewart Airport to NYC and elsewhere. Only 5 miles of tracks are needed from Port Jervis to connect to Stewart and remove additional freight from the roads.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.
P-15.03	Hinstersteiner, Robert, PE	Bridge Replacement	The existing bridge must remain while building the new one. Need a triple-decker bridge: two levels each having 6 lanes, one eastbound, one westbound, and one level for freight railroad. I-287 needs to be six lanes in each direction; it should be a double-decker and provide 2 tracks for freight railroad.	Replacement options considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) include a preliminary construction staging plan that uses the existing bridge until some or all of the final bridge is constructed. Both a single level and dual level configuration will be evaluated in the DEIS. The final bridge configuration will be determined in later stages of the project development process but will include accommodation for both BRT and CRT.
P-15.04	Hinstersteiner, Robert, PE	Bridge Replacement	Any improvement to the bridge must be done along the I-287 corridor, from Suffern to Port Chester. Cannot expand bridge lanes without expanding I-287 lanes. The corridor should not be made any wider.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT. Traffic and transit operations and accommodations will be further evaluated in the DEIS.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-15.05	Hinstersteiner, Robert, PE	Commercial Highway Vehicles	Trucks are needed and must be considered in the analysis. Additional Hudson freight crossings are needed.	Trucks are considered in the analysis. Additional Hudson freight crossings are outside the scope of this project.
P-15.06	Hinstersteiner, Robert, PE	Traffic / Highway	Rockland County has become a viable commercial area with increased growth, this must be considered in traffic analyses.	Travel demand modeling for future years uses the official population and employment forecasts by NYMTC.
P-15.07	Hinstersteiner, Robert, PE	Commuter Rail (CRT)	Build a direct commuter rail service route from Port Jervis to NYC. Proposes a four-track subway system from Suffern to Port Chester with a White Plains spur and stations at Manhattanville College, SUNY Purchase and Westchester Airport. System would run on gas.	CRT was analyzed as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). All of the alternatives evaluated in the DEIS will include an accommodation of CRT from Suffern to the Hudson Line and BRT across the full corridor.
P-16.01	Kachnowski, Stan, Columbia University	Air and Noise	Concerned with noise impacts of building a new bridge. Need to understand what the current epidemiological baseline trends are within a representative population of persons living within 5 miles of the bridge, on either side of the bridge, by major diagnostic categories. A study is needed to determine what the baseline is today and what the trends have been over the past 20 years to determine in the course of building a new bridge, what the impacts of that building are on the residents of those areas and how to rectify medically any of those issues. Need to understand how residents' sleep patterns would be disrupted during construction and what are the impacts of that sleep disruption.	The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-16.02	Kachnowski, Stan, Columbia University	Process (General)	A study is needed to understand and identify which methodologies are best used in determining the need for replacing the bridge.	The criteria used to evaluate bridge replacement and rehabilitation alternatives were identified in the <i>Scoping Update Packet</i> (February 2008), options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-17.01	Cerbone, William	Recreation	There is a lack of understanding in the draft of the Hudson River as a recreational resource. The west side of the Hudson has regional scenic designation; the east side is a local regional recreational hub, yet to reach its full potential, recreationally speaking.	The lead agencies understand the importance of the Hudson River as a recreational resource. The DEIS will include analysis of the project's potential impacts to recreation resources.
P-18.01	Lee, Barton	Commuter Rail (CRT)	As a NJ resident, with the Secaucus transfer station soon to open, would like to have the ability to rely on a train, not a car, to cross the TZ Bridge in 25-30 years.	Comment noted.
P-18.02	Lee, Barton	Tunnel	Doesn't believe a tunnel is practical with only a 3-mile span of water.	Comment noted.
P-19.01	Bosley, Bill	Bridge Replacement	NY State needs to be positive right now and build and grow. The area could have a beautiful bridge, a suspension bridge of world-class stature. This is an opportunity. Make this a destination.	Rehabilitation and replacement options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. The DEIS will include a detailed analysis of visual and aesthetic impacts of the project, including visual simulations.
P-20.01	Meaney, Brian	Tunnel	Supports tunnel for auto and rail traffic in addition to a new bridge. Area needs a tunnel from Suffern to Port Chester with periodic exits and entrances for automobiles and connections to rail lines.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-20.02	Meaney, Brian	Commuter Rail (CRT)	Supports rail connection from Rockland County to Westchester and CT.	Comment noted.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-21.01	Garlick, Cedric	Transit	Need high occupancy alternatives, rapid transportation, rail-freight capabilities (if this is the best location for freight trains), light rail, SUVs pay extra, SUVs only if they have maximized loads.	Regional rail freight movement is not within the scope of this project. As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-22.01	Barry, Elizabeth	Property Acquisitions	Over 300 seniors are living in Salisbury. If the land is taken, the seniors will have nowhere to go. There is no affordable housing in Rockland County.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of acquisition requirements for each alternative.
P-22.02	Barry, Elizabeth	Bridge Rehabilitation	Don't expand the bridge; there is nowhere to go once on the other side.	Rehabilitation and Replacement options were considered, analyzed and results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain eight general purpose lanes plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders plus two CRT tracks plus bicycle/pedestrian accommodation. This traffic arrangement is consistent with the existing approaches on both sides of the bridge.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-22.03	Barry, Elizabeth	Cost / Financing	If Pataki and NY State are "broke" how can they think about tearing down the "newest" bridge in NY?	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-22.04	Barry, Elizabeth	Commuter Rail (CRT)	Advocates a rail or subway system.	Comment noted.
P-23.01	Knight, Elyse	Air and Noise	Supports the request for an epidemiological study for the region. Rockland and Westchester are non-attainment zones for levels of ozone population and other contaminants and it stands to worsen. It is necessary to wait until it has been determined how many power plants are going to be built and what effect they will have on the region's air quality before region can consider bringing more automobile, truck and rail traffic to Rockland and Westchester.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary. The air quality standards against which project alternatives will be evaluated are health-based standards and analyses will be in compliance with current requirements.
P-23.02	Knight, Elyse	Regional Planning	The Pataki administration is interested in developing Stewart Airport. From looking at development maps, it is obvious the TZ Bridge is merely a small segment in a massive regional development plan, not a transportation plan. The present TZ crossing is seen as an unwanted obstacle to developers' interests, therefore they want it replaced. Post 9/11, the decrease in airport traffic nationwide should be taken into consideration before giving priority to any airport expansion at the taxpayers expense. Proximity to airport noise has been proven to interfere with children's memory and reading ability. A regional transportation plan should include NJ, not Stewart Airport.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-23.03	Knight, Elyse	Bridge Rehabilitation	An independent study of the bridge is needed. The Thruway should fund this; the affected communities should select the contractor with the stipulation that they not be a NY State firm.	The development of the bridge design will be done in accordance with all federal, state, and local requirements. An evaluation of the bridge was conducted and the results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-23.04	Knight, Elyse	Bus Service	Need a TZ bus transfer station to bring commuters directly to Metro-North tracks. This must be explored in combination with congestion pricing, removal of truck traffic and the restoration of passenger rail service on the West Shore Line.	The alignment of the Bus Rapid Transit system will be evaluated in the DEIS. A vertical connection to a new train station under the bridge was evaluated and dismissed in earlier screening stages. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.
P-23.05	Knight, Elyse	Cost / Financing	Is it not true that the aim of these meetings is to get Federal money? How can we be guaranteed that the funds for a rail connection won't evaporate while the bridge is being built and that the cost of the old bridge doesn't become too much of a burden? How can we qualify for funding if we don't have the needed ridership for the rail component, particularly while competing with projects in much more populated areas? How is this project more qualified for money than the GW Bridge? The GW Bridge has worse congestion, why is no one proposing an expansion or rail on the GW Bridge?	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS. The finance study will identify mechanisms/revenue streams to implement all aspects of the project. We cannot address issues pertaining to the George Washington Bridge as it is beyond the purview of this study.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-23.06	Knight, Elyse	Cumulative Impacts / Growth Inducing Impacts	The region cannot withstand more growth. No option must be considered which will bring additional vehicular traffic or street traffic to Rockland County. Any further increase of mobility and/or capacity in the region is the equivalent of sending an engraved invitation to developers to continue to build. If it is determined that the bridge has reached capacity, that is a signal that further unwanted growth or development in this area should halt.	Induced growth will be evaluated in the DEIS.
P-23.07	Knight, Elyse	Traffic / Highway	The Thruway and MTA should be apologizing and making reparations to the Villages of the Nyacks and the rest of Rockland County by moving the unwanted traffic out of the backyards of these communities.	Comment noted.
P-23.08	Knight, Elyse	Process (General)	A useful draft of a comparison of the cost of repairing the bridge vs. replacement has not been seen. The Thruway's study of the bridge condition and an independent study of the bridge condition are needed to claim to know the cost for repair. It is impossible to discuss the cost of replacement vs. repair when there are so many variables for replacement. To say, at this stage, that repairing the bridge would cost the same as replacing it is dishonest and manipulative at worst and confusing at best. More hard, provable data is needed before costs can be compared.	Cost was one of the criteria used to evaluate replacement and rehabilitation options for the Tappan Zee Bridge. The results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final replacement bridge configuration will be determined in later stages of the project development process.
P-23.09	Knight, Elyse	Commuter Rail (CRT)	The West Shore Line makes use of available rail and investment money without taking the property or risks of further environmental harm and without increasing the lane capacity for cars and trucks.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-23.10	Knight, Elyse	Other River Crossing Locations	A new bridge might be needed in Newburgh and other possible measures to remove truck traffic from the TZ Bridge.	Alternate river crossing locations were considered and eliminated from further consideration due to potentially substantial impacts and enormous cost - impacts and costs far greater than those of any alternative that uses the current Tappan Zee Bridge crossing location. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-23.11	Knight, Elyse	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Without congestion busting measures and without waiting to see what effect the new Westchester interchange will have, how can one discuss the issue of congestion and what it will take to relieve it? There is little evidence that the congestion on the bridge is due to the actual size of the bridge. The Thruway should wait until all construction in the area is complete and should then experiment with congestion pricing before attempting to make any definitive statements about the condition of traffic flow.	Traffic issues within the corridor and appropriate mitigation measures will be considered in the DEIS. This includes the reconfigured Interchange 8 and numerous other highway/transit improvements in the study area.
P-23.12	Knight, Elyse	Tunnel	Believes there is no money for a tunnel. The western shore has nothing to gain in this proposal. Where is the guarantee that the bridge would be made to disappear if a tunnel were built? What would be the cost of dismantling the bridge? What damage would be done to the river and to the homes whose foundations rest on the bedrock where the drilling would take place? Where will the exhaust vents be located? What effect will they have on local air? A tunnel with increased capacity for cars, trucks and rail will result in the same unwanted development and urbanization and eventual congestion as would a new, expanded bridge with rail	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-24.01	Schroeder, Joan	Bridge Rehabilitation	Need system strategies to save the life of the bridge.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-24.02	Schroeder, Joan	Commercial Highway Vehicles	Need to eliminate some truck traffic. Increase tolls for trucks on the TZ bridge to be the same as all other bridge crossings (e.g. Whitestone). Since the Suffern corridor opened, trucks have increased 10 fold because the employers want to save money by using the TZ crossing.	NYSTA has implemented time-of-day truck tolling in the corridor and on the Tappan Zee Bridge.
P-25.01	Levine, Julius	Process (General)	Process of hand waving and talking has been going on for 10 years or more. Does not believe the NYS Thruway is being honest about the process because they must have schemes and proposals they've worked out. Must take a detailed map and do layovers of the various schemes. For all the various schemes that have come and gone there has never been an indication of the process involved in the replacement. We must be shown the interfaces at both sides of the river. There is nothing to talk about until someone shows the details of each plan.	Transit alternatives have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009). Bridge options have been evaluated in <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Details will continue to be developed as the project progresses through the DEIS and into detailed design.
P-26.01	Vogel, Kenneth	Property Acquisitions	There are houses on the old rail right-of-ways all the way up to Ulster County.	Comment noted.
P-26.02	Vogel, Kenneth	Regional Planning	Provide a rail connection to Stewart Airport to eliminate trips to Newark.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-26.03	Vogel, Kenneth	Bridge Replacement	Once the new bridge is built, locate condos on the old bridge.	Demolition and disposition of the existing bridge was included in the evaluation for all replacement options presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). However, the final disposition of the existing bridge will be determined in later stages of the project development process.
P-26.04	Vogel, Kenneth	Commercial Highway Vehicles	Commercial vehicles with plates are not allowed on parkways, therefore they use the TZ Bridge crossing.	NYSTA has instituted time-of-day truck tolling as a form of congestion pricing and to reduce truck volumes in the peak periods. Truck movement outside of the I-287 Corridor is outside of the scope of this project.
P-26.05	Vogel, Kenneth	Cost / Financing	If there is a tunnel rail Hudson crossing north of Poughkeepsie and the Thruway replaces the current bridge, does that mean there will be two separate projects, two owners and the money has to be split in half?	Alternate river crossing locations were considered and eliminated from further consideration due to potentially substantial impacts and cost - impacts and costs far greater than those of any alternative that uses the current Tappan Zee Bridge crossing location. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-26.06	Vogel, Kenneth	Regional Planning	Lives in Ulster County and believes its population is growing and will therefore be feeding additional traffic down to Rockland and Westchester counties. A plan is needed for north/south traffic in addition to east/west traffic.	Regional traffic growth will be evaluated by means of the NYMTC Best Practice Model (BPM) travel demand model and presented in the DEIS.
P-26.07	Vogel, Kenneth	Commuter Rail (CRT)	Read in the paper about Amtrak possibly discontinuing the service to Albany. MTA would take the trains past Poughkeepsie, all the way to Albany. The trains would cross the tunnel north of Poughkeepsie and head south. There isn't a need for an east/west rail crossing at Westchester. People can drive or take the bus across the bridge when they get off a train at the Westchester side of the Hudson.	Comment noted.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-26.08	Vogel, Kenneth	Commuter Rail (CRT)	The West Shore elevation above sea level and the abandoned rail line along the Saw Mill Parkway are at about the same level, the connection between the two should be considered. Need more connection points so that people can get around. The new Penn Station Hudson River Crossing should make a right hand turn in NJ and immediately head north along the west shore.	Rail service connections outside the corridor are beyond the scope of this project.
P-27.01	Baum, Marvin	Bridge Rehabilitation	Enlarging the bridge with more lanes of traffic would only attract more traffic and have a negative impact. Eight lanes should be the maximum and any new design should accommodate pedestrians. There are many cyclists in the region that could utilize cross Hudson access.	All options to be further considered in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks; plus bicycle/pedestrian accommodation.
P-27.02	Baum, Marvin	Commuter Rail (CRT)	Need a rail connection between Suffern and the Port Jervis Line, all the way across Westchester, with stops at logical appropriate places and connection with other transit lines, train lines, bus lines, etc.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-27.03	Baum, Marvin	Tunnel	Concerned about safety with respect to a tunnel, it should be a high priority. Concerns range from simple breakdowns of cars to the realities of what could happen in a post 911 world.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-27.04	Baum, Marvin	Tunnel	Advocates the tunnel concept, but has safety concerns.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-27.05	Baum, Marvin	Safety and Security	The uncertainty of the situation, the lack of a decision, has delayed decisions on renovating overpasses. The overpass on Mountainview Avenue in Central Nyack is in poor condition and is dangerous. If it takes 10 years for a new bridge or tunnel, basic maintenance is needed now. It should be a NYS Thruway Authority responsibility to make sure the overpasses are maintained until a final solution is reached.	NYSTA is committed to maintaining safe conditions along I-287 by making necessary roadway and bridge improvements that are unrelated to the outcome of the Tappan Zee Bridge/I-287 Corridor Project.
P-28.01	Strachan, Mary	Air and Noise	Lives near the bridge and states that over the years the traffic has increased greatly and therefore is sure the emissions have increased as well.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-28.02	Strachan, Mary	Commuter Rail (CRT)	Need to improve the poor public transportation. Need a train from the NJ extension to the Hudson, Harlem and New Haven Lines.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-28.03	Strachan, Mary	Tunnel	Emphasizes the need for a tunnel, with trains.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-29.01	Cunneen, Michael J.	Commuter Rail (CRT)	The inclusion of rail transit in this project is ridiculous and will turn public opinion in Rockland County against the project.	Comment noted.
P-29.02	Cunneen, Michael J.	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	HOV lanes should be the transit option. It is the most sensible, most cost-effective and the only option that fosters carpool and general bus use.	Full-corridor BRT Options 3A, 3B, and 4D, which have been considered, incorporate many of the findings raised in the BRT Workshop (September 2007). The results of these analyses can be found in the <i>Transit Mode Selection Report</i> (May 2009). Both mixed use lanes and separate busways will be evaluated in the DEIS.
P-30.01	Single, Nancy	Commuter Rail (CRT)	If people cross the bridge by rail, where will they go and how will they connect to other places?	Ridership projections by key market are presented in the <i>Transit Mode Selection Report</i> (May 2009).
P-31.01	Taccetta, Penni	Air and Noise	Need a noise barrier prior to construction. It would beautify the area and make it a more desirable living location. The trucks shake the houses and the yards are non-existent.	The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-32.01	Mayer, Peter	Public Involvement	Get rid of the Thruway Authority. From Rockland to Albany, the Thruway has been an antiquated highway for the past 25 years. Listen to the people with the working knowledge.	NYSTA is committed to maintaining safe conditions along I-287 by making necessary roadway and bridge improvements.
P-33.01	Hinstersteiner, Robert, PE	Bridge Replacement	Proposes a three level bridge, with the third level used for four truck railroads.	As concluded in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), both single and dual level alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. It will include 8 general purpose lanes, 2 BRT/HOV/HOT lanes or a busway, and accommodation for CRT.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-33.02	Hinstersteiner, Robert, PE	Bridge Replacement	The new bridge should remain in the same location and use existing portals. Make it a triple-decker bridge: the upper level should have 6 lanes westbound, the lower level should have 6 lanes eastbound, the lowest level would handle freight and commuter trains. This is detailed in the article in the Journal News, Where Do We Go From Here?	As concluded in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), both single and dual level alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. It will include 8 general purpose lanes, 2 BRT/HOV/HOT lanes or a busway, and accommodation for CRT.
P-33.03	Hinstersteiner, Robert, PE	Commuter Rail (CRT)	Advocates a subway system under Route 59 to connect all the communities near the Hudson River and to Westchester, Port Chester and to the White Plains Airport. Advocates a New Jersey to Rockland Metro. It would use all the six existing railroad right-of-ways through Bergen and Rockland County, the West Shore Line, and provide a trolley system. The trolley system would connect to the Meadowlands Sports Complex and provide access to the Bergen Line.	The overall geography of the suggestions is outside the scope of this project. The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains. Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
P-33.04	Hinstersteiner, Robert, PE	Traffic / Highway	By 2040, the traffic on the bridge will be more than double what it is today. Traffic studies show Rockland County is a viable economic area, which has commuters from Westchester, and other areas. There is a two way traffic problem across the bridge. The next problem is growing truck traffic and the growing Port Authority container port facilities. They are quadrupling their size by 2040, there will be a resultant growth in trucks crossing the Hudson.	Comment noted.
P-33.05	Hinstersteiner, Robert, PE	Commuter Rail (CRT)	Advocates rail system from Port Jervis to Suffern along I-287 to Westchester and down to NYC.	Comment noted.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-33.06	Hinstersteiner, Robert, PE	Commuter Rail (CRT)	Advocates a commuter route direct from Port Jervis to NYC. Proposes a light rail system in Bergen and Rockland counties along the existing right-of-ways connecting the subway from Rockland to Westchester. Proposes a Westchester subway from Suffern to Port Chester on Route 59, a four track system, 75 feet underground to service the 70% of traffic going between Rockland and Westchester.	Comment noted.
P-33.07	Hinstersteiner, Robert, PE	Traffic / Highway	The I-287 corridor needs to be improved to a double-decker highway from Suffern to Port Chester. The top two levels would be six lanes per level, one eastbound, one westbound. There would also be room for two tracks running parallel to I-287 using the same right-of-way.	Comment noted.
P-33.08	Hinstersteiner, Robert, PE	Tunnel	A tunnel in the same location as the current bridge is another solution. A tunnel with 10 lanes, six miles long would require 30 to 40 ten-story buildings to ventilate the tunnel.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-34.01	Weinstein, Stanley M.	Bridge Replacement	Desires a visually pleasing bridge, but functionality is paramount.	The final bridge configuration will be determined in later stages of the project development process. The DEIS will include a detailed analysis of visual and aesthetic impacts of the project, including visual simulations.
P-34.02	Weinstein, Stanley M.	Commercial Highway Vehicles	Need to redirect tractor-trailers and large commercial vehicles toward other Hudson River crossings. Deny access to I-87 and TZ Bridge to large commercial vehicles from I287 during morning rush hour.	NYSTA has instituted time-of-day truck tolling as a form of congestion pricing and to reduce truck volumes in the peak periods. Truck movement outside of the I-287 corridor is outside of the scope of this project.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-34.03	Weinstein, Stanley M.	Traffic / Highway	Increased vehicular capacity always results in increased vehicle numbers. The goal should be to reduce the need for capacity.	One of the major goals of the project is to improve mobility in the corridor by providing transit solutions.
P-34.04	Weinstein, Stanley M.	Transit	Provide reasonable, frequent, rapid mass transit to Manhattan, Westchester and the Bronx.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-34.05	Weinstein, Stanley M.	Commuter Rail (CRT)	From Rockland, provide frequent, 24-hour rail connections to Metro-North's Tarrytown stations. Utilize the west bank of the Hudson tracks for rail services to Secaucus and Hoboken. Increase NJTransit service on the Hoboken-Spring Valley Line (2 ways, 7 days, with night service).	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.
P-35.01	McCrudden, Stephen	Tunnel	Fully supports a tunnel approach. It supports the need of both rail and passenger and would be less disruptive and more aesthetically pleasing.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-36.01	Styron, Susanna	Traffic / Highway	If another bridge or wider Thruway is built, more traffic will come and it will not solve the congestion problem.	One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. As discussed in the <i>Transit Mode Selection Report</i> (May 2009) and reflected in the Purpose and Need for the project, mobility cannot be improved by only increasing the number of lanes on the bridge. Transit must be part of the solution. The number of lanes on the bridge must be balanced with the number of lanes on each approach.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-36.02	Styron, Susanna	Commuter Rail (CRT)	The solution is to reduce traffic going to NYC. The West Shore Line should be implemented to carry commuters to NYC.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.
P-36.03	Styron, Susanna	Tunnel	If an expansion of traffic through the Corridor is inevitable, advocates the tunnel solution. It would bring the least amount of air and noise pollution.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-37.01	Caesar-Dare, Wendy	Air and Noise	With two bridges, the air pollution would be unbearable.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-37.02	Caesar-Dare, Wendy	Traffic / Highway	Resident of Chestnut Ridge. From the way Rockland County is growing, there will be an increase in traffic no matter what is done in the way of mass transit.	Comment noted.
P-37.03	Caesar-Dare, Wendy	Transit	Everything possible should be done to encourage mass transit.	As reflected in the Project Purpose and Need, transit alternatives are a goal and objective of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). As concluded in that report, each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-37.04	Caesar-Dare, Wendy	Air and Noise	Visited a house in Nyack, just below the span of the bridge. To converse, one had to shout because of the roar of the traffic. With two bridges, the pollution of the eye and ear would be virtually unbearable.	The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-37.05	Caesar-Dare, Wendy	Commuter Rail (CRT)	Would like to see a rail connection to Palisades from Spring Valley and into NY or across to Westchester.	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.
P-38.01	Mendrala, Edmund	Tunnel	A tunnel would be easier to maintain than other alternatives proposed and would allow larger vessels to pass.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-39.01	Vinson, Gary	Bridge Replacement	Would like to see the bridge replaced with either a larger superstructure or two bridges.	Although both rehabilitation and replacement options were developed and evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. All options to be further developed in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway; plus full shoulders; plus two CRT tracks; plus bicycle/pedestrian accommodation. Transit alternatives are a major focus of this study. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009).
P-39.02	Vinson, Gary	Commuter Rail (CRT)	Would like the rail line to extend beyond the 30-mile corridor that's ending in Suffern and ultimately connect to Stewart Airport.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-40.01	Conklin, Joann	Bridge Rehabilitation	The bridge should be fixed without tearing it down; it serves a purpose for people to and from the city.	Both rehabilitation and replacement options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks; plus bicycle/pedestrian accommodation.
P-40.02	Conklin, Joann	Bridge Rehabilitation	The bridge should be repaired because it is vital for commuters to travel to NYC.	Both rehabilitation and replacement options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). All options to be further considered in the DEIS contain: eight general purpose lanes; plus two lanes for BRT/HOV/HOT or a two lane busway plus full shoulders; plus two CRT tracks; plus bicycle/pedestrian accommodation.
P-40.03	Conklin, Joann	Commuter Rail (CRT)	Commuter rail would be beneficial for those who live in the suburbs (NY and NJ) and work in NYC.	Comment noted.
P-40.04	Conklin, Joann	Cost / Financing	The bridge is vital. Collect as much money as possible from the state and federal government then raise as much as possible to repair the bridge.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-41.01	Buchalter, Lloyd	Property Acquisitions	Hudson River crossings will require considerable real estate for approaches and departures.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. More information can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of acquisition requirements for each alternative.
P-41.02	Buchalter, Lloyd	Bridge Replacement	The TZ Bridge is the youngest bridge across the Hudson, why demolish it? If other access routes into the city are considered, all other roads and transportation facilities impacted must also be considered and enlarged.	The condition of the existing bridge is unquestionable. It is essential to undertake this action in order to ensure the viability of this crossing. Although both rehabilitation and replacement options were developed and evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the report concludes that rehabilitation of the bridge is not reasonable and will not be further developed in the DEIS. Replacement options will be further developed.
P-41.03	Buchalter, Lloyd	Bus Rapid Transit (BRT)	Bus Rapid Transit (BRT) Trolley Bus is impractical as the conveyance cannot move away from its course any farther than the trolley bars can allow.	Bus Rapid Transit (BRT) vehicles are rubber tired, self propelled vehicles that do not require trolley bars. This flexibility is one of the advantages of a BRT-system. More information on the BRT system is available in the <i>Transit Mode Selection Report</i> (May 2009).
P-41.04	Buchalter, Lloyd	Ferry Service	How about air cushion ferry service?	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-41.05	Buchalter, Lloyd	Regional Planning	Encourage people to stay out of the city by providing a means to work out of the city. Build in the Secaucus Marshes and other unoccupied spaces.	Such considerations and developments are beyond the scope of the project.
P-41.06	Buchalter, Lloyd	Commuter Rail (CRT)	Magnetic Levitation (MAGLEV) is unacceptable as it is energy inefficient and therefore costly. Linear motion trackage would be subject to easy damage and expensive to repair. Air levitated vehicles are less expensive to operate. Rail Rapid Transit (RRT): Ground level power source (third rail) is inherently unsafe. Overhead catenary is used on some lines in the U.S. and almost invariably overseas. Study should consider inter-city rail, for example, BritRail.	Comment noted.
P-41.07	Buchalter, Lloyd	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Supports enhancing current forms of transportation (bus, carpool, toll variations, etc.) immediately.	Comment noted.
P-41.08	Buchalter, Lloyd	Tunnel	Provide a bridge/tunnel from Long Island to CT to enable people to stay out of New York. If an alternative other than the current structure is needed, supports the tunnel alternative.	This is outside the scope of this project.
P-42.01	DiBiasi, Matt	Tunnel	A tunnel is the best approach because there are no worries about its collapse.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-43.01	Trugman, Susan	Commuter Rail (CRT)	Rockland needs a train system across Westchester and connecting to NYC.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-44.01	Graham, Barry	Bridge Replacement	Regarding whether a new crossing should be built, whatever is the quickest method that will cause the least disruption should be used, and it should be sufficient to cause significant reductions in congestion at peak hours.	Both rehabilitation and replacement options were evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Each option included a preliminary construction staging plan that uses the existing bridge until some or all of the final bridge is constructed to minimize disruption. This construction plan will be developed and refined throughout the DEIS. The final bridge configuration will be determined in later stages of the project development process and will include accommodation for both BRT and CRT.
P-44.02	Graham, Barry	Bus Service	Provide late express bus service from NYC to Monsey.	Bus service outside the I-287 study area is beyond the scope of this project.
P-44.03	Graham, Barry	Ferry Service	Implement a ferry from Nyack to NYC.	Ferry options were evaluated and eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). Summarizing, ferry service fails to meet the project goals of improving mobility (does not have the carrying capacity of the Tappan Zee Bridge) and would result in excessive impacts related to traffic at ferry parking locations.
P-44.04	Graham, Barry	Park-and-Ride Facilities	Need easy parking at stations. For occasional users, the lots are hard to find and it is hard to find where to pay.	Parking at existing rail stations in Rockland County is not part of this project.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-44.05	Graham, Barry	Commuter Rail (CRT)	Implement high-speed rail from Rockland that terminates in NYC, not Hoboken. Establish rail links between existing trains in Rockland and to Newark and JFK, which have rail. Future plans should include rail to all area airports. Improve train service hours at Spring Valley station. Service should run from 5 AM to midnight, all day.	Regional rail movement is not within the scope of this project.
P-44.06	Graham, Barry	Traffic / Highway	Speed limit should increase to 65 mph.	NYSTA sets the appropriate speed limits on the Thruway based on the roadway characteristics.
P-44.07	Graham, Barry	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Regardless of what the ultimate solution is, install high-speed tolls at the bridge.	High-speed <i>E-ZPass</i> tolls have been installed at the bridge plaza.
P-45.01	Gallagher, Barbara	Park-and-Ride Facilities	If the Hudson rail crossing were implemented, parking would have to be added at the lots.	Detailed parking requirements at rail stations will be addressed in the future Tier 2 Transit Environmental Process.
P-45.02	Gallagher, Barbara	Commuter Rail (CRT)	Proposes a light rail or commuter rail that tunnels under the Hudson River and connects with the Croton or Tarrytown stations on the Hudson Line. The tunnel would start at the west shore, connecting with the Harriman stop or the one below it. It could connect with the freight line that runs up the west shore. A rail crossing would provide access for Westchester commuters going to Rockland, NJ and lower NJ stations. The biggest benefit would be for the west Hudson commuters having access to the Metro-North Hudson Line. It would take a substantial load off the TZ Bridge.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). CRT was analyzed as Alternatives 4A, 4B, and 4C and Option 4D in the <i>Transit Mode Selection Report</i> (May 2009). Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-46.01	Zuckerman, Newton S.	Bus Service	Submitted a package with drawings and sketches of a proposed Rockland County bus system with monorail connection to Metro-North. The proposal is for commuters from beyond Suffern to NYC. Commuters would pick-up a special bus on the Thruway at Suffern, Tallman, Spring Valley, Nanuet, West Nyack or South Nyack. Buses would run every 10 minutes for four hours in the morning and four hours in the evening between Suffern and South Nyack. Bus stops would be along the Thruway with separate on and off ramps. Each bus stop would handle 400 cars and would have a covered walkway over the Thruway so people could come from either direction and share the same lot. At South Nyack, commuters connect to a monorail, which takes them over the TZ bridge and connects them with Metro-North in Tarrytown. The monorail supports could be built into the Hudson, therefore eliminating construction on the bridge. The monorail supports could provide needed structural support for the bridge.	Bus service plans for BRT have been prepared and are presented in the <i>Transit Mode Selection Report</i> (May 2009). Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It was reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
P-47.01	Mayer, Peter	Tunnel	Proposed the following (also submitted a map): From the Tilcon property in Rockland, bore northeast to Hook Mountain, cross the Hudson to the GM plant property in Westchester, implement a rail south along the river to connect to the existing Thruway. Also, stop the flooding of West Nyack. Bore and dig from the north end of Lake DeForest to Tilcon Mine, bore and tunnel from the east end of the mine under Route 9W and the West Shore Railroad to flow out to the Hudson.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-48.01	Schoenfeld, Robert	Commuter Rail (CRT)	Implement a rail service using the old NY and Erie railroad right-of-way from Suffern to Piermont with connections to the Pascack Valley, Northern and West Shore Line, crossing in the center of the new span and then connecting to the Hudson, Harlem and New Haven Lines. Provide for freight trains to go to the Bronx, Long Island and southern New England and passenger connections to Grand Central Terminal, Penn Station and at Port Chester to New Haven and Boston with possible new Amtrak or other operator route to Buffalo via the southern tier (NY and Erie RR) line.	Comment noted.
P-49.01	Virrill, Joan	Freight Rail Service	The need for rail freight access across the Hudson is a regional problem, not a Corridor issue. If freight access is to be considered in the TZ Corridor Study, must first determine if the TZ crossing is the best location for freight movement. Before choosing the TZ alternative, must consider the cost and negative social, environmental and economic impacts of a freight crossing at the TZ area and its required transfer yards should be evaluated against alternative locations such as a Trans Harbor Tunnel and the present Selkirk crossing.	A regional study of freight movement is not in the scope of this project.
P-50.01	Weinberg, Robert President, Robert Martin Company	Traffic / Highway	It is important that the EIR include in its scope the overall changes it might induce on Westchester County. The scope of the environmental studies must include the changes in traffic patterns that would logically develop as a result of bridge changes for Westchester based commuters.	The DEIS will include an analysis of cumulative environmental impacts associated with each alternative.
P-50.02	Weinberg, Robert President, Robert Martin Company	No Build Alternative	Believes it is critical that the no build aspect of the mass transit component, as well as the build aspect, be thoroughly explored with respect to Westchester County in its entirety, rather than the I-287 Corridor alone.	The DEIS will include analysis of the No Build Alternative.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-50.03	Weinberg, Robert President, Robert Martin Company	Commuter Rail (CRT)	The study of ridership for a train line will have to be one that delves deeply into the psychology of commuters in northern Westchester and land planning in the I-287 belt. Without mass transit in some form in Rockland County, all business growth in Westchester will have to depend on a north/south employee supply. Employers may move to Rockland where their workers can find affordable housing.	Comment noted.
P-51.01	Madden, John, PE	Freight Rail Service	The scope of the AA/EIS is insufficient in that it does not address the modal issue of freight movement in the Corridor. The issue of rail freight movement on the proposed tracks of a new TZ Bridge or tunnel must be addressed. Must consider question of how many vehicles crossing the bridge are trucks and with respect to the consumption of the bridge and roadway, what percentage of the tonnage do trucks represent? Submitted a written discussion of the feasibility of routing rail freight over a proposed new TZ Bridge and connecting to existing rail lines and abandoned rail rights-of-way, which would permit double stack containers to reach the Harlem River Yard Intermodal Terminal in the south Bronx.	Regional rail freight movement is not within the scope of this project. Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and an analysis was performed to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. This was affirmed by the Federal Railroad Administration in their recent comments.
P-52.01	Kachnowski, Stan	Air and Noise	Study is needed to determine how pollutant levels will affect town youth and adult activities along the waterfront.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-52.02	Kachnowski, Stan	Regional Planning	Need link to aviation.	Connection to existing airports is outside the scope of this project.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-52.03	Kachnowski, Stan	Bridge Replacement	Study is needed to determine costs for building an architecturally signature bridge.	Costs were considered in the evaluation of both rehabilitation and replacement options in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final bridge configuration will be determined in later stages of the project development process. The DEIS will include a detailed analysis of visual and aesthetic impacts of the project, including visual simulations.
P-52.04	Kachnowski, Stan	Construction Impacts	Need to study how construction of a new bridge will impact movie-making revenue of Tarrytown, to determine where construction debris will go and to determine speed limit of area under construction. How will construction impact EMS' and fire department's capability to service the bridge? How will new bridge and construction noise affect ability of hunters to hunt game in lower Hudson Valley? Need a study to estimate noise levels during construction for neighboring residents. How would organized events of 15+ people be transported during construction?	The DEIS will address construction period impacts, including debris removal, and the ability of local emergency services to respond. The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-52.05	Kachnowski, Stan	Bridge Replacement	Need a study to understand how a new bridge would affect historic significance of the area.	The DEIS will include an evaluation of potential impacts to historic architectural resources and archaeological resources.
P-52.06	Kachnowski, Stan	Environmental Impacts (General)	Need to analyze effects and impact on natural habitat.	The DEIS will include an analysis of potential ecological impacts in the Hudson River and the corridor.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-52.07	Kachnowski, Stan	Cost / Financing	What is the methodology for determining the budget that will be required to build the bridge? What are typical methodologies for determining budgets for bridges of this scale? Should study potential cost overruns and study the correct mathematically based probabilistic model that will best estimate how much additional funding a new bridge/tunnel will require. A study is needed to determine the economic impact on Tarrytown's non-retail business sector and to determine the amount of local, state and county monies required to engage in the usual legal battles that ensue during development process.	Cost estimates for a rehabilitated or replacement bridge can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The DEIS will include an analysis of potential economic impacts due to the project.
P-52.08	Kachnowski, Stan	Water Resources	Need a study to find out how the bridge would affect water resources in the area.	The DEIS will include analysis of potential water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program is completed.
P-52.09	Kachnowski, Stan	No Build Alternative	Does the No Build alternative discuss the legal ramifications of no action?	The No Build Alternative is mandated for inclusion in an EIS by federal regulations.
P-52.10	Kachnowski, Stan	Air and Noise	Study is needed to determine how noise levels will affect town youth and adult activities along the waterfront.	The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-52.11	Kachnowski, Stan	Process (General)	Study is needed to determine the best management process for managing bridge development process and to identify which methodologies are best used in determining need for a replacement bridge. Need a study of which cost-benefit methodology should be used. Want to know what percentage of the people using the bridge live in each county, broken down by day of the week.	The criteria used to evaluate bridge replacement and rehabilitation alternatives were identified in the <i>Scoping Update Packet</i> (February 2008), options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-52.12	Kachnowski, Stan	Public Involvement	Need to address issues raised by public and areas of concern/unresolved issues. Need to address potential affected populations such as involved workers, noninvolved workers, minority and low-income people.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . Once the development of final engineering - contract documents for the selected bridge and highway alternative commences, the public outreach will continue, with more focus on site- and issue-specific issues. Concurrently with the commencement of the engineering design - contract document development for the bridge and highway work, the future Tier 2 Transit Environmental Process will begin and a similar public involvement process will be developed and implemented. The DEIS will include an analysis of impacts with respect to environmental justice.
P-52.13	Kachnowski, Stan	Traffic / Highway	Need a study to determine the percentage of people who use the bridge.	Transportation usage of the bridge can be found in the <i>Alternatives Analysis Report</i> (January 2006), the <i>Transit Mode Selection Report</i> (May 2009), and in the <i>Alternatives Analysis for Rehabilitation or Replacement of the Tappan Zee Bridge</i> (March 2009).
P-52.14	Kachnowski, Stan	Safety and Security	Need a study to ensure fire trucks/other emergency vehicles could easily drive through. Analyze radiological effects under accident working conditions.	The DEIS will include an analysis of potential impacts to the provision of emergency services. Radiological effects are not included in the scope of this project.
P-52.15	Kachnowski, Stan	Visual Impacts	Need a study to determine which guidelines are needed to establish visual consistency and themes. Also to create guidelines for reaching visual compatibility with surrounding landscapes, significant architectural features and site details.	The DEIS will include an analysis of visual and aesthetic impacts of the project.

2003 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-52.16	Kachnowski, Stan	Property Acquisitions	Need a study to understand how the construction of a new bridge affects the real estate markets of all residential units, commercial units and rental units within 5 miles of either end of the current bridge, 3 years prior to the construction of the new bridge, during the construction of the bridge and 3 years after the construction of the bridge. Need a study to determine that additional land needed for construction is available.	Project impacts on the real estate market are not included in this project. One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. The potential for such an impact has been considered in all phases of the project and will be presented in the DEIS.
P-53.01	Kim, Mary Lyons	Tunnel	Do not replace the TZ Bridge with a tunnel.	Comment noted.
P-54.01	Conklin, Joann	Commuter Rail (CRT)	Understands there were charts at the hearing that showed an alternative, how to use a train that serves the suburbs and the city; believes that might be a good idea.	Comment noted.
P-55.01	Lisanti, Tom	Other River Crossing Locations	Need another crossing to eliminate traffic in the corridor. Replace the existing bridge and add a second crossing for passenger vehicles that connects the Palisades Parkway (Rockland) to Route 117 in Westchester.	Provision of another river crossing in addition to the Tappan Zee Bridge is outside the scope of this project.



4 Comment Matrices for 2008 Scoping Update Meetings

The detailed responses to comments from the 2008 Scoping Update Meetings are presented in Tables 4-1 through 4-5. The comments are organized as follows:

- **Federal** – meaning a federal agency such as USEPA, elected federal officials, and national-level organizations such as the National Trust for Historic Preservation. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **State** – meaning a state agency such as NYSDEC, elected state officials, and regional-level organizations such as the Port Authority. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Local** – meaning a local or county agency such as Rockland County Planning, elected local officials, and local organizations. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Group** – meaning a non-governmental organization. The entries are presented in alphabetical order by name of group.
- **Public** – meaning comments received from the general public. The entries are presented in alphabetical order by last name.

Many of the responses refer to a series of reports that can be found on the project Web site (www.tzbsite.com) where the reader can find more detail on a number of topics:

- *Alternatives Analysis Report* (January 2006).
- *Alternatives Analysis for Hudson River Highway Crossings* (July 2007).
- *Alternatives Analysis for Commuter Rail Hudson River Crossings* (September 2005).
- *Transit Mode Selection Report* (May 2009).
- *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* (March 2009).

The comment letters, emails, and transcripts of the 2008 scoping update meetings are presented in Appendix B. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.



Table 4-1
2008 Comments – Federal

February 2008 Comments – Federal				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-01.01	Department of the Army David P. Dorfman Railroads for National Defense Program Transportation Engineering Agency Military Surface Deployment and Distribution Command Scott Air Force Base, IL	Freight Rail Service	Favors a rail line across the bridge with freight capabilities. The US Transportation Command has an interest in commuter rail when it can also be used by freight trains carrying military cargo. A commuter rail line across the Tappan Zee could also be used by freight trains and would provide a rail freight route more than 100 mi south of Castleton, the most southerly existing Hudson railroad bridge. The rail line would have national benefits to freight shipping in addition to regional improvements in passenger transport.	Regional rail freight movement is not within the scope of this project. Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and an analysis was performed to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. This was affirmed by the Federal Railroad Administration in their recent comments.
F-01.02	Department of the Army David P. Dorfman Railroads for National Defense Program Transportation Engineering Agency Military Surface Deployment and Distribution Command Scott Air Force Base, IL	Evaluation Criteria	Suggests adding several criteria to evaluate the national/interstate-level benefits that commuter rail [and associated rail freight] would offer in addition to the local/regional advantages/disadvantages of each of the mass transit options. [Criteria are listed.]	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.

February 2008 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-01.03	Department of the Army David P. Dorfman Railroads for National Defense Program Transportation Engineering Agency Military Surface Deployment and Distribution Command Scott Air Force Base, IL	Freight Rail Service	Notes that while the military would gain some benefit from the flexibility of a RR bridge, most freight benefits would flow to civilian use and enhance regional economic development.	Regional rail freight movement is not within the scope of this project. Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and an analysis was performed to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. This was affirmed by the Federal Railroad Administration in their recent comments.
F-02.01	Centers for Disease Control and Prevention National Center for Environmental Health Atlanta, GA Andrew L. Dannenberg Division of Emergency and Environmental Health Services	Safety and Security	Safety is a specific concern for CDC. As project alternatives are developed, consideration must be given to not only injuries from vehicle crashes, but also to injuries to pedestrians from vehicles. Specific safety issues to address should include development of an adequate and safe infrastructure, including ADA accessibility, for convenient walking and crossing as well as sufficiently marked lanes for bicyclists, appropriate speed transitions, and clear signage.	The improvement of highway safety is included in the Project Purpose and Need. It will be considered in the development of each of the alternatives in the DEIS. For example, one of the safety deficiencies of the existing bridge is that it does not have shoulders. All replacement options for the bridge include shoulders. Specific decisions regarding safety improvements will be made in later phases of the project development process with full consideration of ADA requirements.
F-02.02	Centers for Disease Control and Prevention National Center for Environmental Health Atlanta, GA Andrew L. Dannenberg Division of Emergency and Environmental Health Services	Environmental Impacts (General)	Assessment of issues affecting the human environment, or human health impact, is a necessary component of environmental assessment in NEPA. Areas of potential public health concern regarding Air Quality; Water; Wetlands and Flood Plains; HazMat/Waste; Noise; Land Use and Housing; and Environmental Justice are specified.	All environmental concerns -- including impacts on air quality, water quality, wetlands, hazardous materials and wastes, noise, land use and housing, and environmental justice issues -- will be addressed in the DEIS.

February 2008 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-02.03	Centers for Disease Control and Prevention National Center for Environmental Health Atlanta, GA Andrew L. Dannenberg Division of Emergency and Environmental Health Services	Mitigation	Mitigation plans that are protective of the environment and public health should be described in the DEIS wherever warranted.	Mitigation measures will be described where appropriate for all disciplines where warranted.
F-03.01	Federal Railroad Administration US Department of Transportation Washington, DC Joseph H. Boardman Administrator	Transit	FRA supports concept of providing transit service in the corridor and finds merit in long-term planning that would include the physical capability of carrying a rail line in any new bridge constructed. While the I-287 Corridor could clearly support transit service, it is less clear that there is any potentials for intercity passenger or freight service.	Comment noted.
F-03.02	Federal Railroad Administration US Department of Transportation Washington, DC Joseph H. Boardman Administrator	Freight Rail Service	While the I-287 corridor clearly could support transit, it is less clear that it has potential for intercity rail or freight rail service. The route across the Tappan Zee Bridge does not follow any designated high-speed rail (HSR) corridor, nor does it directly connect any major urban centers that would lend themselves to intercity rail service. For this reason, FRA will follow but does not need to be closely involved in this EIS process.	Comment noted.
F-04.01	National Trust for Historic Preservation Washington, DC Elizabeth S. Merritt Deputy General Counsel	Process (General)	Requests to defer comments until after April 7th meeting at Lyndhurst.	As of 4/1/2009 comments on scoping were never received. The meeting was held on 4/7/2008 and meeting minutes accepted by all attendees.

February 2008 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-05.01	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Purpose and Need	In Purpose and Need discussion, pay particular attention to the evaluation of environmental impacts of the proposal and its alternatives in comparative form, to sharply define issues and provide clear basis for choice among options for decision-makers and the public. Given the multi-modal nature of project, it would also be informative to analyze greenhouse gas emissions resulting from implementation of each alternative.	A sufficient number of alternatives and options were developed to evaluate transit modes, as documented in the <i>Transit Mode Selection Report (May 2009)</i> . Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations. Greenhouse gas emissions will be calculated for all project alternatives in the DEIS as they were conducted for the alternatives/options in the <i>Transit Mode Selection Report (May 2009)</i> in accordance with the requirements promulgated by the EPA.
F-05.02	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Cumulative Impacts / Growth Inducing Impacts	Emphasizes that NEPA requires evaluation of indirect/secondary (growth) and cumulative effects caused by the action. Cumulative impact analysis is of particular importance in this project because specific transit elements will be addressed in a separate Tier 2 environmental document. Also urges the incorporation of principles of environmental justice and pollution prevention.	Cumulative and indirect impacts will be addressed in the DEIS. The scope for such studies has been added to the environmental studies scope presented in the <i>Scoping Summary Report (May 2009)</i> . Environmental Justice (per EO 12898) and pollution prevention will be addressed, as appropriate.
F-05.03	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Evaluation Criteria	Evaluation criteria are discussed in the Scoping Update, but the EIS should also discuss criteria used to select alternatives or the rationale for their elimination. Recommends that the EIS provide a thorough evaluation of alternatives along with providing alternative evaluation criteria and reasons for the elimination of other alternatives.	The DEIS will include a discussion of the evaluation criteria used and the rationale for elimination of alternatives.
F-05.04	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Public Involvement	Ensure that for information incorporated by reference, assumptions, conclusion, and decisions in each reference are briefly described and that referenced materials are reasonably available for inspection.	The DEIS will clearly describe references, assumptions, conclusions and decisions and will be made available for inspection.

February 2008 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-05.05	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Air and Noise	Identify clearly affected environment areas to any air pollution problems. Describe criteria pollutant attainment status. Given general concerns about adverse health effects of mobile source pollutants and the potential for emissions in proximity to residences and sensitive receptors, recommend analysis of potential MSAT impacts for use in alternatives comparison and mitigation. To minimize impacts during construction phase, NYSDOT can ensure the use of the cleanest available diesel engines by adopting clean diesel practices as air quality mitigation measures and enforcing those measures through construction contracts.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
F-05.06	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Water Resources	Identify impacts to water, floodplains and wetlands. Identify Clean Water Act requirements and compliance proposals. Describe how the project will comply with Federal Antidegradation Policy (40 CFR 131.12). Should any wetlands be impacted, EPA will review proposed action for compliance with <i>Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials (40 CFR 230)</i> . The least environmentally damaging alternative should be identified. Alternatives analysis should demonstrate that the project sponsors have selected the least-damaging practicable alternative based on costs, logistics, and existing technology with respect to waters of the United States, including wetlands.	All environmental impacts, including impacts to water and wetlands, will be identified and analyzed in detail in the DEIS in accordance with the regulations cited. This will include compliance with guidelines pursuant to Section 404 of the Clean Water Act as well as NYS Department of Environmental Conservation tidal and freshwater wetlands regulations.

February 2008 Comments – Federal

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
F-05.07	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Environmental Impacts (General)	Identify and address hazardous substances impacts.	All environmental impacts, including hazardous substances impacts, will be identified and analyzed in the DEIS.
F-05.08	USEPA Region 2 Strategic Planning and Multi-Media Programs New York, NY Grace Musumeci Chief, Environmental Review Section	Air and Noise	Identify and analyze noise impacts and mitigation measures. In particular, the EIS should discuss existing background level data; identify sensitive receptors; analyze future noise levels as related to the No Build and build alternatives; and commit to mitigation measures where projected levels exceed acceptable standards.	The DEIS will include an analysis of potential noise impacts during construction and operation of project alternatives. An extensive background noise-monitoring program has been conducted and appropriate mitigation measures will be developed, where necessary.

Table 4-2
2008 Comments – State

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.01	Bradley, Adam Christine Olli On behalf of Assemblyman	Maps	Please provide maps of the three new options on the project Web site with zoom capabilities.	The corridor maps of Options 3A, 3B and 4D have been available on the project website (www.tzbsite.com) throughout the comment period beginning February 14, 2008.
S-02.01	Bradley, Adam T. Assemblyman 89 th District Westchester County, NY	Tiering	Writing to express grave concern that the multiple of tiers of analysis offered and the shortened Statute of Limitations period is illegal under NEPA and SEQRA. It leads to illegal segmentation of the process, whereby the direct impacts will only be analyzed in Tiers 1 and 2. Thus the public will be precluded from having the right to appeal on final decisions, since the 180-day time period for the right to challenge will expire before the Tier 3 impacts analysis is completed or has even begun.	The tiered approach is designed to, among other things, specifically avoid segmentation. Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.
S-03.01	Brodsky, Richard L. State Assembly of NY Chairman, Committee on Westchester County Corporations, Authorities and Commissions	Tiering	Believes that the procedures followed on this project with respect to environmental assessment, environmental impact statements, and all other forms of environmental review are in violation of SEQRA and should be immediately reconfigured to meet its requirements.	The tiered approach is designed to, among other things, specifically avoid segmentation. Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-04.01	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Property Acquisitions	Oppose any further taking of private property in Orangetown.	Comment noted.
S-04.02	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Community Impacts	Seriously concerned about the use of land in the ROW, as the quality of life adjacent to ROW would be severely damaged – residents might retain their property but have the Thruway “in their backyards.”	The DEIS will include analyses of land use and community impacts, particularly in the areas adjacent to the Thruway ROW. This will include analyses of potential air quality and noise impacts as well as other environmental parameters.
S-04.03	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Air and Noise	Demand strong and effective noise and air pollution mitigation measures during and after construction.	The DEIS will include an analysis of potential air quality and noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary and appropriate.

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-04.04	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Commuter Rail (CRT)	Oppose any rail alternative and any CRT option that includes allocation of rail space with a postponed completion date. Rail would be harmful and provide the fewest benefits to their communities, and the space allocated to rail might end up as lanes for private and commercial traffic, not mass transit.	Comment noted.
S-04.05	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Bus Rapid Transit (BRT)	Favor BRT service, using small, clean hybrid buses.	BRT vehicles will be powered by the most efficient and environmentally friendly technology available. This will be examined in detail in the future Tier 2 Transit Environmental Process.
S-04.06	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Transit	Oppose Rockland County transit stations east of the Palisades Mall area and oppose any on/off ramps in South Nyack. The residential communities can't accommodate parking needs, and the increased traffic and parking garages would destroy the quality of village life.	Concerns over the number and location of stations is acknowledged and will be taken into consideration in the DEIS evaluation of the selected transit modes and more specifically, in the future Tier 2 transit analysis.

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-04.07	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Water Resources	Support the resolution of the Rockland County Legislature Environmental Committee calling for measures to catch polluted runoff and absorb the dangerous contaminants.	The project will consider and evaluate aspects of drainage design as well as potential impacts on local aquifers. The project will advance designs that address water quality concerns to the maximum extent possible. We will be working closely with the NY State Department of Environmental Conservation and local agencies in this regard.
S-04.08	Jaffee, Ellen NYS Assemblywoman Tish DuBow, Mayor South Nyack Larry Lynn, Mayor Grandview Christopher Sanders, Mayor Piermont John Shields, Mayor Nyack Connie Coker, Rockland County Legislator	Tunnel	Favor tunnel options, which have been shown to be financial, environmental, and engineering successes elsewhere. Urge the lead agencies to reconsider tunnel options, bringing in tunnel engineering expertise.	The team has evaluated various tunnel options for both highway and commuter rail tunnels, and have evaluated them in sufficient detail to determine that they should be dropped from further consideration, based upon Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). There have been no compelling reasons presented which would justify re-consideration of any of the tunnel options or any different scenarios. We do not agree that tunneling technology has advanced to a degree that would invalidate the conclusions of the previous studies, and remain confident in our position that tunnel river crossing solutions have been considered and appropriately eliminated from further consideration.

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-05.01	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Process (General)	Writing as a follow-up to the meeting of 22Feb07 (sic – assume they meant 08). The villages of Airmont, Montebello, and Suffern are Participating Agencies in the project (consistent with SAFETEALU 6002) and the signatories request that this letter [addressed to Astrid Glynn, Commissioner, NYSDOT, Albany] be entered into the public comment record accordingly. See appendix for complete letter.	All comment letters will be in the public record, as they are included in the Appendix to this <i>Scoping Comment Report</i> (May 2009).
S-05.02	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Commuter Rail (CRT)	As noted at the meeting, they – the group of village, county, and state elected officials of Rockland – are unified in opposition to any mass transit component of the project which would include a Rockland County commuter rail component. Their reasoning is fourfold, as detailed in comments S-05.03 through S-05.06.	Comment noted.
S-05.03	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Commuter Rail (CRT)	CRT running through Airmont and Suffern would have a very negative impact on residents living adjacent to rail line, especially in two senior communities, and to Suffern Middle School.	The DEIS will include an environmental analysis of CRT alignment impacts through Suffern and Airmont. In particular, the analysis will include an assessment of potential air and noise impacts of rail transit operations on residences and other receptors adjacent to the rail alignment.

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-05.04	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern Jeffrey Oppenheim Mayor, Montebello John Keegan, Mayor Village of Suffern	Air and Noise	Noise pollution resulting from a rail line through Airmont and Suffern would negatively impact senior citizens living in the complexes near the Thruway, which would carry the rail line, whether or not the rail station is located on the Thruway by Airmont Road. The educational experience of Suffern Middle School students would also be negatively impacted.	The DEIS will include an environmental analysis of CRT alignment impacts through Suffern and Airmont. In particular, the analysis will include an assessment of potential air and noise impacts of rail transit operations on residences adjacent to the rail alignment.
S-05.05	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Traffic / Highway	The Route 59/Airmont Road interchange is one of the most overcrowded and busiest intersections in Rockland County, and significant attention has been devoted over the years to alleviating congestion there by the county and – since Route 59 is a NYS roadway – by NYSDOT. Adding a rail station on the Thruway at that location would worsen traffic at an already-overburdened intersection.	Comment noted.
S-05.06	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Commuter Rail (CRT)	The Village of Suffern already hosts New Jersey Transit rail lines, and is very opposed to the creation of additional CRT lines for this project. The CRT option would essentially split this historic village in half, turning a charming Revolutionary-era village into little more than a train depot.	Impacts to the Village of Suffern relating to the CRT and BRT alignments and operations will be evaluated and presented in the DEIS.

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-05.07	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Land Use	As noted in the meeting with Commissioner Glynn and Michael Anderson, there is “overwhelming opposition” to further development and a desire to preserve remaining open space. Western Ramapo has reached the limits of infrastructure and natural resources to provide vital needs such as water and sewer lines. A CRT line would not be in keeping with the desire to preserve what remains of the suburban charm of local communities.	Comment noted.
S-05.08	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Transit Oriented Development (TOD)	Village leaders do not seek and do not want any TOD in parcels adjacent to the project. Airmont and Montebello are actively working to limit development and Suffern is focused on revitalizing its downtown area and is expressly opposed to the location of further transit-related activity in village. Comprehensive Plans specifically oppose high-density residential or retail land use in the vicinity of the proposed station.	NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development (TOD). Station locations will be evaluated and discussed with the local communities. The potential for TOD will also be addressed with communities as appropriate. Land use planning will be analyzed in the DEIS. The future Tier 2 Transit Environmental Process will evaluate transit centers and stations and park-and-ride improvements in detail. In the course of the analyses, potential economic impacts of stations and other transit facilities will be evaluated, in part with reference to examples of TOD projects elsewhere in the nation. The analysis of consistency with local comprehensive plans and policies, and Westchester 2025/plan together, will be addressed in detail in the DEIS.

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-05.09	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Commuter Rail (CRT)	The group remains unconvinced that a commuter rail line crossing the Tappan Zee Bridge from Rockland County will serve the needs of many Rockland County residents. Mass transit options to the West Side are already available in the corridor via New Jersey Transit and the Secaucus transfer station. The ARC project will further enhance the desirability of a Manhattan commute with a one-seat ride servicing Rockland County via the Port Jervis and Bergen lines. Data suggest that Tappan Zee Bridge users commute to various destinations in Westchester County and Connecticut, which could not be appropriately or conveniently serviced by CRT in a cost-effective manner.	The projected ridership generated by the proposed cross-Rockland County CRT is based on the results of the BPM, a NYMTC regional travel demand forecasting model that included the transit ridership impact of ARC. The analysis demonstrates that there are two distinct markets served by the project: cross-corridor and Manhattan. The cross corridor market will be served by BRT. It further demonstrates that CRT users originating in Rockland and Orange Counties traveling to Manhattan would prefer to ride a transit service that terminates close to their work location - either the east side or the west side. In addition commuters from Clarkston and Orangetown would likely prefer service close to their point of origin, since that service will reduce their travel time.
S-05.10	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Cost / Financing	The available data on commuters crossing the Tappan Zee Bridge by car – which suggest that they have various destinations in Westchester County and Connecticut – lead one to question whether either mass transit option would be adequately utilized to justify the significant financial and aesthetic costs.	The effectiveness of the proposed transit modes is based on the results of the Best Practice Model (BPM) analysis. The results are presented in the <i>Transit Mode Selection Report (May 2009)</i> .
S-05.11	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Transit	The available data on commuters crossing the Tappan Zee Bridge by car – which suggest that they have various destinations in Westchester County and Connecticut – lead one to question whether either mass transit option would be adequately utilized to justify the significant financial and aesthetic costs.	The effectiveness of the proposed transit modes is based on the results of the Best Practice Model (BPM) analysis. The results are presented in the <i>Transit Mode Selection Report (May 2009)</i> . The combination of cross corridor BRT and CRT from Orange/Rockland to NYC carries the highest number of riders and offers significant additional capacity on both modes well into the future.

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-05.12	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Transit	They realize that mass transit must be part of any forward-looking long-term project. It is obvious that BRT would provide greater flexibility at lower cost to taxpayers, but it should incorporate diesel hybrid buses or other clean fuels to limit pollution. But they would also oppose a BRT station at the Airmont Road/Thruway interchange unless significant circulation strategies were developed and implemented with community guidance to address the greater Route 59/Airmont Road problems of congestion and sight and noise pollution.	Traffic impacts resulting from a possible BRT station at Airmont Road will be evaluated and the results presented in DEIS. Green technologies will be evaluated as a means to power BRT vehicles in the future Tier 2 Transit Environmental Process. The final station locations will also be established in the future Tier 2 Transit Environmental Process.
S-05.13	Jaffee, Ellen NYS Assemblywoman Joseph Meyers, Rockland County Legislator, L.D. 12 Dennis Kay, Mayor Village of Airmont Jeffrey Oppenheim, Mayor, Montebello John Keegan, Mayor Village of Suffern	Bus Rapid Transit (BRT)	It is obvious that BRT would provide greater flexibility at lower cost to taxpayers, but it should incorporate diesel hybrid buses or other clean fuels to limit pollution. Unlike CRT, BRT might also preserve the possibility that if ridership fails to meet goals, then the bus roadway could be used for cars and trucks to mitigate congestion.	BRT vehicles will be powered by the most efficient and environmentally friendly technology available. This will be examined in detail in the future Tier 2 Transit Environmental Process.
S-06.01	Latimer, George Assemblyman, 91 st District Mamaroneck, NY	Tiering	Writing to express his grave concern that the multiple of tiers of analysis offered and the shortened Statute of Limitations period is illegal under NEPA and SEQRA. It leads to illegal segmentation of the process, whereby the direct impacts will only be analyzed in Tiers 1 and 2. Thus the public will be precluded from having the right to appeal on final decisions, since the 180day time period for the right to challenge will expire before the Tier 3 impacts analysis is completed or has even begun.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized that it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-07.01	NYSDEC Region 3 Scott E. Sheeley, Deputy Regional Permit Administrator	Process (General)	The NYSDEC reaffirms its role as a cooperating agency under NEPA and indicates the importance of early staff involvement in the process. However, their involvement would be limited to participation in inter-agency meetings dependent on workload and logistics and they will only review those materials pertinent to their areas of jurisdiction. The agency will not be able to produce any of the EIS materials nor conduct formal meetings or hearings under NEPA.	Comment noted. We will work with DEC to have a productive, efficient process recognizing the limitations on their resources.
S-08.01	NYSDEC Region 3 William C. Janeway Regional Director	Process (General)	Offers to assist as appropriate to ensure that the environmental review process meets NEPA and SEQRA requirements and other relevant statutes.	The agencies appreciate the NYSDEC's offer to provide assistance in the environmental review process and look forward to working with the department as we have in the past on this and other projects.
S-08.02	NYSDEC Region 3 William C. Janeway Regional Director	Transit Oriented Development (TOD)	The Tappan Zee Bridge/I-287 Corridor project is a legacy project and presents a significant opportunity to study and potentially advance a variety of multimodal, alternative, green, smart- growth transportation systems. Thus, it is possible for alternatives to provide for some baseline growth in the capacity of the corridor to support the transportation of increased numbers of people while not expanding the ability of the system to support any additional SOV trips, thereby facilitating regional smart growth.	Consistent with the New York State Smart Growth Program, NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. NYSDOT will reach out to locally elected municipal officials and other policy and decision makers, community members, community service and business organizations, key property owners and developers as well as community planning and zoning officials (county and local) to take part in this training, which also is designed to help communicate the opportunities and benefits of TOD to the general public. Land use planning will be addressed in both the current DEIS and the future Tier 2 Transit Environmental Process.

February 2008 Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-08.03	NYSDEC Region 3 William C. Janeway Regional Director	Environmental Impacts (General)	Must consider regional growth and significant development in areas outside the 30-mile project corridor (such as Orange County) as part of the significant or indirect impacts analysis. This should include environmental resources such as wetlands, floodplains, natural areas and groundwater.	The Project Team has been meeting with NYSDEC and will continue to meet to discuss and resolve the concern.
S-08.04	NYSDEC Region 3 William C. Janeway Regional Director	Cumulative Impacts / Growth Inducing Impacts	The DEIS scope should specifically identify the time period after construction that will be used to assess cumulative impacts and identify mitigation measures. This period should extend appreciably beyond any reasonably foreseeable secondary impacts, and may be several decades long.	Cumulative and indirect impacts will be addressed in the DEIS. The scope for such studies has been added to the environmental studies scope presented in the <i>Scoping Summary Report</i> (May 2009).
S-08.05	NYSDEC Region 3 William C. Janeway Regional Director	Mitigation	Employ the land use implications and impacts and other environmental screening criteria to identify potential mitigation measures for the alternatives in order to address secondary and cumulative impacts. The relationship of uses, policies, and opportunities in Table 3-8 of the <i>Alternatives Analysis Report</i> should be discussed in the DEIS, and appropriate mitigation measures should be developed to foster and encourage smart growth.	Mitigation measures will be developed for all environmental parameters, as appropriate.
S-08.06	NYSDEC Region 3 William C. Janeway Regional Director	Process (General)	The following DEC permits would be required: A project-specific State Water Quality Certification; Article 25 Tidal Wetlands; General permit for Discharge of Storm Water in compliance with SPDES.	The project will comply with all required regulatory permit regulations. We have been consulting with the department on these matters and will continue to do so.
S-09.01	Oppenheimer, Suzi NYS Senator, 37 th District Port Chester, NY	Tiering	Concerned about the legality of the tiering process and enabling the public to know the project's implications in time.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized that it would provide both an

February 2008 Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
				appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.
S-10.01	Port Authority of New York & New Jersey Lou Venech General Manager Regional Transportation Policy Development Planning Department	Tiering	Favors the revised NOI and tiered environmental review for expediting the selection of the preferred alternative. The timetable allows for Tappan Zee Bridge/I-287 Corridor planning to continue to completion in parallel with progress on several related regional transportation initiatives: ARC, the West of Hudson Regional Transit Access Study/Stewart Access and several regional freight planning efforts. PANYNJ looks forward to working with the Corridor Team to provide information as requested and to support coordination between this project and pertinent PANYNJ regional plans and studies.	Comment noted.
S-11.01	South Western Regional Planning Agency Stamford, CT Floyd Lapp Executive Director	Public Involvement	Regret that they could not attend scoping meetings; they look forward to future meetings. Offer their spacious conference room for more meetings.	Comment noted.

Table 4-3
2008 Comments – Local

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.01	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Regional Planning	Project transportation planning must emphasize that the corridor is a critical transportation link between the Mid-Atlantic region and New England and is of local, regional, and national importance. Consider Orange County population growth, Stewart Airport growth.	The project has utilized the NYMTC regional approved model that incorporates future population growth factors for Orange County. Stewart Airport is also accounted for in the forecast, but we can not assume any growth or expansion at Stewart unless and until there is a formally approved project on the Transportation Improvement Program (TIP). We will assess growth potential in a qualitative manner in the DEIS.
L-01.02	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Cost / Financing	Consider funding on the national level, especially given the regional and national importance of the corridor as a transportation link.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
L-01.03	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Commuter Rail (CRT)	Strongly supports one-seat ride on commuter rail from Rockland County to Manhattan, which is a priority for Rockland County. Accommodating transit would be the only acceptable reason for corridor-widening.	Comment noted.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.04	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Traffic / Highway	Concerned that all alternatives have proposed truck-climbing lanes. Given their potential impact, would like to see modeling with and without climbing lanes. Against widening of the corridor for cars or trucks; any widening in Rockland County must stay within existing ROWs.	The need for climbing lanes was initially studied in the <i>Alternatives Analysis Report</i> (January 2006). Traffic analysis for each alternative will be done in the DEIS both with and without climbing lanes. This will include safety analyses and modeling of traffic volumes and speeds to determine whether the climbing lanes are warranted. All of the roadway and transit alignments stay within the existing ROW, except at station locations. One of the project's objectives is to minimize community disruption, displacement and relocations.
L-01.05	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Traffic / Highway	The study must include treatment of the Route 59 corridor as a local transit alternative, including highway improvements, priority signalization for transit and the incorporation of transportation/land use connections. Expect an increase in Route 59 traffic.	Impacts due to traffic for each alternative and mitigation measures will be considered in the DEIS as part of the Roadway and Traffic topics. The use of Route 59 as a Transit Corridor was considered in the early screening process but eliminated from further study based on the significant impacts and in favor of the availability of ROW in the Thruway mainline. However, we would agree that project impacts to Route 59 should be mitigated, and we agree that signal prioritization and appropriate transit connections will be considered. Appropriate local improvements associated with new stations or other transit facilities in proximity to Route 59 will also be considered in the DEIS and the future Tier 2 transit analysis.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.06	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Transit	Details on Rockland County transit, including bus and ferry services, for inclusion in Section 2.5 are provided. Specific comments and questions on figures and tables are given. See Appendix for complete comment.	We appreciate your providing information on bus and ferry services in Rockland County; relevant details will be added, as appropriate, to the discussions in the DEIS. With respect to Figure 1-3, we have invited NJTransit to be a participating agency and we look forward to working with them to improve transit service for New Jersey residents bound for east of Hudson destinations. Direct effects within the corridor will be quantitatively evaluated in the DEIS. The BPM modeling covers a 28-county area. Localized traffic impacts will generally be analyzed within a half-mile of the Thruway and at other key locations. Indirect and induced secondary effects will be evaluated qualitatively beyond the prescribed project study area and mitigated if appropriate. With respect to Figures 1-1 and 1-2, traffic counts conducted in 2005 are incorporated into the BPM analysis. The base-year calibrations for 2005 for both BPM (regional) and Paramics (localized) use 2005 traffic volume data. The 2025 forecasts were done in 2003 for the initial screening, based on 1996 traffic counts. The reference to 2004 counts is a typo -- it was a 2005 count for the explicit purpose of calibrating the model.
L-01.07	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Commuter Rail (CRT)	Clarify apparent contradictory language in Section 2.5: “west of Hudson Rail line is at capacity” and “west of Hudson Rail line is underutilized”. Does this include issues associated with Pascack Valley Line sidings and signal improvements?	Statement in Section 2.5 should read that lines “east” of Hudson are operating at or near capacity. Both the Pascack Valley and Port Jervis Lines are operating at or near capacity as currently configured. The text was corrected in the <i>Scoping Summary Report</i> (May 2009).

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.08	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Traffic / Highway	Expand the study area beyond the half-mile limit. Given the traffic volume, whichever transit mode is selected will require services for commuters that will necessarily be located beyond the half-mile limit.	Direct effects for each alternative will be quantitatively evaluated in the DEIS. The BPM modeling covers a 28 county area. Localized traffic impacts will generally be analyzed within a half-mile of the Thruway and at other key locations. Indirect and cumulative effects will be evaluated qualitatively beyond the prescribed project study area.
L-01.09	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Best Practice Model (BPM)	Why aren't 2004 traffic counts in the BPM?	Traffic counts conducted in 2005 are now incorporated into the BPM analysis. The base year calibrations for 2005 for both BPM (regional) and <i>Paramics</i> (localized) use 2005 traffic volume data.
L-01.10	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Environmental Impacts (General)	In order to investigate public and environmental potential impacts, the Rockland County Department of Health requests study data pertinent to Section 6.2 Natural Environment as it becomes available. Impact assessments should employ the principles of Environmental Justice.	Data can be made available to the department as it becomes available. Some of this data has already been presented at several of the SAWG meetings. Minutes of those meetings along with slide presentations can be found on the project website (www.tzbsite.com). The project team is aware of the diverse cultural makeup of Rockland County and the project area and will perform all studies in accordance with the prescribed guidelines for Environmental Justice. We consider this to be a high priority and will pledge due diligence in this regard.
L-01.11	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Water Resources	Proposed improvements along the corridor in Rockland County should not prevent or impede the proper drainage of storm water traveling south under I-287. The planning and engineering design for any proposed construction should incorporate drainage-related improvements along the entire corridor and be designed with input and review from the Rockland County Drainage Agency and other interested agencies. The West Nyack area of the corridor should receive special attention.	The study will consider and evaluate all aspects of drainage design as well as potential impacts on local aquifers. The project will advance designs that address water quality concerns to the maximum extent possible. We will be working closely with the NY State Department of Environmental Conservation and local agencies in this regard.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.12	Altieri, Vincent Rockland County Director of Intergovernmental Relations New City, NY	Traffic / Highway	Foreseeable increases in traffic on State and County roads along the corridor, especially along Route 59, due to corridor improvements planned by the Study Team should be addressed through the planning process in cooperation with the Rockland County Highway Department. NYSDOT-funded improvement projects should also be considered as part of the planning process.	The project team will work with the Rockland County Highway Department on the traffic analyses for this project. NYSDOT-funded projects that are included in the Transportation Improvement Program (TIP) are included in the transportation demand and traffic impact modeling process.
L-02.01	Aukland, David Tarrytown Planning Board	Bus Rapid Transit (BRT)	Spurs, extensions or loops could make sense east of Port Chester, north to Sleepy Hollow, and perhaps to communities in Rockland County. It may be preferable to make these formal parts of a BRT network.	As envisioned, the cross corridor markets will be serviced by the main line BRT truck line. Any BRT service expansion to areas outside the corridor would be evaluated in the Tier 2 Transit Environmental Process, or at appropriate times in the future which might not warrant consideration of selective expansion of the BRT system.
L-03.01	Berman, Reese Town of North Castle Armonk, NY	Traffic / Highway	Concerned with increasing traffic in town caused by recent improvements to I-287 entry and exit ramps. Would like plans to direct commuter traffic from I-287 to other high-speed roads away from neighborhoods.	Traffic impacts and appropriate mitigation measures for each alternative will be considered in the DEIS.
L-04.01	Coddington, Nicola Deputy Mayor Village of Irvington, NY	Tiering	The tiering process is not adequate.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-04.02	Coddington, Nicola Deputy Mayor Village of Irvington, NY	Air and Noise	Some form of mass transit is clearly essential. But in choosing which form is best, the project must include the effects of climate changes such as greenhouse gases in its analysis. Potential impacts of climate disruption, such as increased intensities of storms, etc. should also be taken into account in infrastructure planning.	Air quality analyses that included estimates of greenhouse gases are presented in the <i>Transit Mode Selection Report (May 2009)</i> as part of the environmental assessment of transit modes and will be conducted in the DEIS for all project alternatives.
L-04.03	Coddington, Nicola Deputy Mayor Village of Irvington, NY	Public Involvement	To help the public visualize options – and inspire more people to use mass transit -- research and show examples of the best (most efficient and appealing) applicable public transportation systems in the world (e.g. Curitiba, Brazil).	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders' Advisory Working Group (SAWG) meetings, as well as open- house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . We anticipate utilization of visualization techniques and references to other similar systems in the DEIS.
L-05.01	Corallo, Salvatore Department of Planning County of Rockland Pomona, NY	Public Involvement	A more robust public process needs to be launched; more commercial-property owners should be involved. The company at the Suffern site is Avon, not Revlon. Avon's plans for expansion of its parking master plan would preclude the proposed design studies for the connecting corridor between the Tilcon site and downtown Suffern.	Public involvement has been and remains a component of the environmental process. The agencies acknowledge the importance of a "robust public process," and have actively engaged citizen stakeholders for their support. During the DEIS phase the project team will take this information into account in our land use planning efforts and will take the appropriate mitigation measures in order to address all potential environmental impacts and engage all appropriate parties, including commercial property owners. Also, we have noted the correct name for Avon.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-06.01	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Cost / Financing	The findings of the Phase 1 Finance Study need to be released by the NYSDOT concurrently with the Tier 1 decision. The public needs to know how private funds would be generated.	The <i>Preliminary Financial Studies, Phase 1 Report</i> (November 2008) encompasses baseline information, case studies, and basic finance projections. It will serve as the basis for defining the scope of the finance challenge and to assist the agencies plan for a specific and comprehensive mechanism to finance the implementation of the final bridge, highway and transit decisions ultimately approved in the Records of Decision. Subsequent financial analysis will be required, considering the full range of finance options, including possible private partnership initiatives. The ultimate finance solution will require approval of Federal agencies, NYMTC, and in the event of enabling legislation requirements, the Legislature. The Phase 1 Report is available at the project website www.tzbsite.com .
L-06.02	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Tiering	Modify the Scoping Update to include a specific milestone by which the Department would start the transit DEIS. It should not be held in abeyance until after receipt of the Tier 2 Highway/Bridge Record of Decision.	We are reluctant to commit to an initiation of the future Tier 2 Transit Environmental Process prior to receipt of the Record of Decision for the DEIS. While it is appreciated that there is considerable interest in advancing and expediting the future Tier 2 Transit Environmental Process, it might be counter productive to advance studies out of sequence, potentially confusing agencies and stakeholders, resulting in delay or adverse outcomes. However, we can reiterate our intention to advance the future Tier 2 Transit Environmental Process upon receipt of the Record of Decision. In order to facilitate that timing, we would want to initiate consultant selection and negotiation sufficiently in advance, so that work could proceed in the most expedient manner, at the Record of Decision.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-06.03	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Process (General)	In the Tier 1 decision the issue of the institutional capacity of any of the lead agencies to conduct a DEIS study of any transit mode other than commuter rail should be addressed.	As the team leader for the study, NYSDOT will assure that its consultant team will provide the highest level of expertise available and will also engage the appropriate expertise from our State and Federal partners as well as appropriate transit agencies within New York or elsewhere, in the analysis, design and implementation of the preferred transit alternative.
L-06.04	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Light Rail (LRT)	Re-examine the full-corridor LRT alternative. Since the <i>Alternatives Analysis Report</i> , new facts have been developed, suggesting that commuter rail is less competitive than LRT that includes Rockland County.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
L-06.05	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Commuter Rail (CRT)	The Tier 1 report should demonstrate the effect of ARC in comparison to the alternatives presented in the <i>Alternatives Analysis Report</i> in terms of ridership and LOS on Hudson River vehicular crossings. The Scoping Packet should explicitly state that ARC has been incorporated into the No Build and, therefore, into all alternatives.	The <i>Transit Mode Selection Report</i> (May 2009) has taken into account the existence of the ARC project in the No Build Alternative as well as all of the other transit modes to be evaluated. The impacts to the ARC service and the effect that ARC imparts on the various transit modes considered will be reported. The analysis will also determine the reduction of vehicular trips associated with each transit mode evaluated.
L-06.06	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Process (General)	Given that the major travel market is to NYC, the Port Authority of New York and New Jersey and New Jersey Transit should have a Cooperating Agency status.	The suggestion to elevate the Port Authority to Cooperating Agency cannot be entertained. Cooperating Agencies are limited to those agencies with jurisdictional authority over the proposed action. Despite its stature as a premier, multi-modal transportation agency in the region, it has no jurisdictional authority over this project and therefore qualifies as a Participating Agency. The suggestion to invite NJTransit as a participating agency has been accepted and we have invited them accordingly.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-06.07	Cornell, Harriet D. Chairwoman of the Legislature of Rockland County	Purpose and Need	The project team needs to refine further the Purpose and Need at this stage of scoping to explain demographic, housing and economic factors used in modeling.	It is not necessary to modify the Purpose and Need to address and explain these important aspects of the study. The DEIS will explain these and other issues in detail.
L-07.01	Crews, John F. Hudson Valley Regional Council	Public Involvement	Compliments public outreach efforts.	Comment noted.
L-08.01	Diana, Ed County Executive Orange County, NY	Process (General)	Applauds efforts of the Governor, NYSDOT, the Thruway Authority and the MTA to move the process forward, including the recent decision to use the new environmental review process, which will allow the bridge and highway project to proceed more expeditiously.	Comment noted
L-08.02	Diana, Ed County Executive Orange County, NY	Bridge Replacement	Supports a “safe, secure, and uncongested” replacement bridge and urges that the transportation and transit linkages on both sides of the river be improved to facilitate the safe and uncongested movements of people and goods.	As concluded in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), both single and dual level replacement alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. It will include 8 general purpose lanes, 2 BRT lanes, and accommodation for CRT.
L-08.03	Diana, Ed County Executive Orange County, NY	Commuter Rail (CRT)	Keep the option open for commuter rail despite costs by designing the bridge structure or structures so as not to preclude the installation of heavy rail in the future. The project team should quantify the merit and value of that installation relative to cost as soon as possible.	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) considered both rehabilitated and replacement bridges. The report concludes that rehabilitation is not reasonable and that both single and dual level replacement alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. It will include 8 general purpose lanes, 2 BRT/HOT/HOV lanes or a busway, and accommodation for CRT.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-08.04	Diana, Ed County Executive Orange County, NY	Commuter Rail (CRT)	Orange County understands and supports ARC and the one-seat ride concept to NYC from Orange and Rockland Counties. Along with commuter rail, which would be better for Orange County than BRT, it would heighten the benefits of enhanced rail access in eastern Orange County and, potentially, a rail connection at Stewart International Airport.	We have taken the Access to the Region's Core project into account in the forecasting and analysis of these alternatives and will report on those outcomes accordingly. A connection to Stewart Airport is outside the scope of this project. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study.
L-09.01	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Tiering	The EIS will be prepared with two tiers. It is our understanding that the preferred transit mode will be chosen in the spring of 2008 without further evaluation of route specifics and transit station locations.	This is not the case. The outcome of this third level of screening will simply recommend the transit mode and whether to rehabilitate or replace the bridge. Route specifics and station locations are to be refined and decided based upon analysis performed in the DEIS and the future Tier 2 Transit Environmental Process.
L-09.02	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Community Impacts	Expand the analysis of impacts on local communities, detailing the impacts of station stops and park-and-ride facilities on communities, and specifying how the impacts differ from one transit option to the next. Add local comprehensive planning efforts to the plans DOT will take into account in transit planning.	The impact analysis advocated in the comments will be performed in the subsequent future Tier 2 Transit Environmental Process. The <i>Scoping Summary Report</i> (May 2009) describes the methodology to determine the appropriate transit mode. The impacts of the transit mode accommodation will be performed in the DEIS. The project team will take into account any and all local planning policies or plans which are in effect at the time of the DEIS evaluation.
L-09.03	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Land Use	Expand the scope of the study to, at minimum, a one-mile radius from I-287.	A one-quarter-mile to one-half-mile radius is typical in environmental studies of this type. Regional land use will be addressed in a qualitative manner in the DEIS. The one-half-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis. With respect to the model and analysis of road networks, the entire 28 County system has been captured and is evaluated in each run. The specific impacts cited in your comments are appropriately evaluated in the DEIS.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-09.04	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Public Involvement	Provide easy access to study models.	The results of the transit forecasts will be available for review. The forecasts performed in the <i>Transit Mode Selection Report (May 2009)</i> are based upon initial service plans which were formulated with the input of the planning and transit officials in Rockland and Westchester County. Those service plans will be refined after the mode is selected in the current DEIS and future Tier 2 Transit Environmental Process.
L-09.05	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Regional Planning	Include/expand the following in the study: the Route 9A bypass, the Elmsford Transportation Center, a pedestrian crossing over the I-287/87 roadway. Study the concept of direct bus-to-train transfers. Expand TSM/TDM studies. Expand the study of truck and freight traffic.	The recently approved NYSDOT Route 9A Bypass project will be added to the model for consideration in the detailed analysis of impacts to traffic in the DEIS. The BRT/CRT transfers suggested are already included in the service plans and forecasts. Details of these transfer facilities are appropriately determined in the current DEIS or future Tier 2 Transit Environmental Process. Freight movements and truck traffic were considered in the <i>Alternatives Analysis Report (January 2006)</i> and will be considered in the DEIS. The three specific issues mentioned in the comment would be considered and evaluated in the DEIS or subsequent future Tier 2 Transit Environmental Process.
L-09.06	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Tunnel	Consider tunnels for the river crossing exclusively for mass transit and freight.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings (July 2007)</i> and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings (September 2005)</i> .

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-09.07	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Bus Rapid Transit (BRT)	Include a BRT pilot program so as to estimate the actual usage of transit and provide traffic-congestion relief during construction.	It is not possible to implement a pilot BRT program because the requirements of the system entail significant infrastructure and capital investments. These investments require the environmental analysis in which we are currently engaged. Ridership forecasts are the best means of determining ridership and in this case, the anticipated ridership is substantial.
L-09.08	Feiner, Paul J. Supervisor Town of Greenburgh, NY	Cost / Financing	Expand on the cost-evaluation criteria for the transit mode selection to include a breakdown of major components in the alternatives.	Costs evaluated in the <i>Transit Mode Selection Report (May 2009)</i> are comprehensive and will be itemized.
L-10.01	Fixell, Drew Mayor Tarrytown-on-Hudson, NY	Bridge Rehabilitation	Alternative 2 should include the full range of corridor-wide roadway improvements and a fully built-out BRT system as in Alternative 3. By not fully exploring these improvements, it is not possible to evaluate rehabilitation options fairly – i.e., on a comparable basis to replacement options. The analysis falsely overstates the marginal improvements in traffic flow available from other alternatives, and, minus the recommended changes, accurate cost-benefit analyses cannot be considered. Consider providing a separate adjacent structure for BRT as part of Alternative 2.	Alternative 2, as described in the <i>Alternatives Analysis Report (January 2006)</i> , did not include transit improvements on the Tappan Zee Bridge and, as such, did not meet the Project Purpose and Need, and by definition, was not a reasonable alternative. Transit could not be accommodated in then Alternative 2 configuration. Therefore, significant new analyses were undertaken of bridge rehabilitation options to incorporate transit modes so as to facilitate their comparison to replacement options under study. This analysis is documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge (March 2009)</i> . Retention of the existing bridge in any capacity has been determined to be not reasonable. Therefore, consideration of a separate BRT structure paired with the existing bridge is not a viable alternative.
L-10.02	Fixell, Drew Mayor Tarrytown-on-Hudson, NY	Transit	For both Alternative 2 and Alternative 3, a vertical transfer station with escalators should be considered to the Hudson Line around the current State Police/NYSTA facilities.	The alignment of the Bus Rapid Transit system, including the option of a vertical connection under the Toll Plaza, has been evaluated in prior screening activities and determined to be infeasible and dropped from further consideration.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-10.03	Fixell, Drew Mayor Tarrytown-on-Hudson, NY	Tunnel	A tunnel should be evaluated for transit and freight traffic only, with a rehabilitated bridge for auto traffic. Tunnel advantages are numerous, and include significant reduction in costs, in environmental and aesthetic impacts and the need for takings, in bridge wear and tear, and in security concerns.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. A highway tunnel would result in degraded transportation performance, extensive property impacts and acquisitions, environmental and construction impacts, and have a substantially higher cost than the various bridge options being considered. This is documented in <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007). A commuter rail tunnel would result in a longer emergency response time, pose a greater security risk, take longer to repair and place back in service after a major event, pose greater construction risks due to the challenges of tunneling in difficult soil conditions, and necessitate the removal and disposal of 1.5 million cubic yards of spoils. The tunnel would have visual impacts on the Rockland and Westchester County shores related to ventilation facilities up to 100 feet tall, temporarily disturb more Hudson River habitat, and have a higher capital cost than the various bridge options being considered. This is documented in <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). We disagree with the claims that tunneling technology has advanced to a degree that the conclusions in the <i>Alternatives Analysis Report</i> (January 2006) and tunnel reports are no longer valid. We do not consider that any of the technology advancements render those conclusions invalid. A final and important factor is that there is nothing compellingly different with this tunnel suggestion, and it would not affect the need for very significant rehabilitation efforts for the existing bridge, on the scale of all rehabilitation and replacement options under consideration.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-11.01	Kleiner, Thom Supervisor Town of Orangetown Orangeburg, NY	Tiering	Not in principle opposed to tiering, but if the tiering process makes it possible for the mass transit option to be omitted should adequate funding not be available, he would oppose it.	Tiering has been implemented on this project to ensure that the transit components are developed properly, with maximum community coordination, while allowing for the advancement of the appropriate transit-ready bridge and highway improvements. We are confident that for all of the reasons enumerated in the Notice of Intent and in the <i>Scoping Update Packet</i> (February 2008), that tiering will ensure the most expedient and cost-effective implementation of the complete, multi-modal solution. It is not the intention to use tiering to delay transit; to the contrary, we view tiering as the best way to achieve the project objectives. While funding is a serious issue which we are taking into consideration and must resolve for the entire project, the agencies are fully committed to a mass transit component for this project.
L-11.02	Kleiner, Thom Supervisor Town of Orangetown Orangeburg, NY	Cost / Financing	Concerned that stakeholders have not been presented with sufficient data for decision making. Along with other information, would like data on financial assumptions and funding options to be made available to all stakeholders and the public as soon as they are made available to team members.	Project data is being shared with stakeholders and the public in a number of ways, including in the monthly technical presentations given to members of Stakeholders' Advisory Working Groups (SAWGs) on a variety of topics, on the project website (www.tzbsite.com), and in briefings given to elected officials, IMPO, Joint Westchester/Rockland Task Force, local communities, and a variety of public interest and advocacy groups. The agencies are committed to a robust public involvement program for this project.
L-11.03	Kleiner, Thom Supervisor Town of Orangetown Orangeburg, NY	Bridge Replacement	Opposes rehabilitation, especially rehabilitation options which involve repair of the existing bridge and then provide for the construction of a sister structure alongside it.	Comment noted.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-11.04	Kleiner, Thom Supervisor Town of Orangetown, NY	Public Involvement	Concerned that sufficient information necessary to make an informed decision has not been made available to stakeholders. Proposes that all data regarding ridership and projections, financial assumptions, cost estimates, and funding options be provided to all officials, stakeholders, and the public simultaneously with its disbursement to team members to help make informed decisions on the selection of a mass transit mode and bridge type.	The Scoping Update Process has given stakeholders and the public the opportunity to comment on a wide range of project parameters, especially the evaluation methodology for selection of transit mode and bridge solution. This has been preceded by publication of the <i>Alternatives Analysis Report</i> in (January 2006), and Open Houses in February 2007, sharing a significant amount of information, including preliminary forecasts for the proposed transit alternatives. Finally, the data generated in the transit and bridge evaluations, was released in September 2008, and will serve as the basis of the detailed studies in the DEIS. Ensuing comment period through December 1, 2008 afforded public opportunity to comment.
L-12.01	Mills, Michael C. Village Administrator Elmsford, NY	Commuter Rail (CRT)	The Scoping Packet is ambiguous as to the specific elements of each of the alternatives. E.g., Alternative 4A is described as CRT service between Suffern and Port Chester, but does not indicate that there are two routing options, and the location of the route is both an important variable in the analysis and of specific interest to the village. Similarly, the type of transit chosen is also of crucial interest to the village. The selection process needs to be discussed in the EIS.	Transit system alignments will be analyzed in the DEIS. Therefore the two alignment options you refer to in your comment will be studied. This analysis will include close coordination with affected communities as the designs become refined and impacts are identified. Certain specifics of transit systems will be analyzed in the future Tier 2 Transit Environmental Process. The future Tier 2 Transit analysis will contain a more detailed development and analysis of transit system components such as station types, parking facilities, etc.
L-12.02	Mills, Michael C. Village Administrator Elmsford, NY	Land Use	The placement of transit along I-287 or Route 119 and the placement of stations within the village have the potential to follow several different policies of the County's comprehensive plan -- <i>Westchester 2025/plan together</i> . The EIS should discuss how various alternatives respond to the plan's policies.	Project team members have had meetings with all the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS. The analysis of consistency with local comprehensive plans and policies will be addressed in detail in the DEIS.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-12.03	Mills, Michael C. Village Administrator Elmsford, NY	Bus Rapid Transit (BRT)	The scope and the EIS should better identify elements of the BRT option in Alternatives 3 and 4C, since different types of BRT systems can have vastly different impacts to the village.	Alignment, mode, and termini will be addressed in the DEIS. Integrated bus lanes and busways will be evaluated and defined in this DEIS.
L-12.04	Mills, Michael C. Village Administrator Elmsford, NY	Park-and-Ride Facilities	The scope and the EIS should discuss park-and-ride facilities in detail. These facilities are not economic generators and may take up valuable space in the village, so the details – from their Purpose and Need, to impacts and redevelopment potential – should be specified.	Park-and-ride facilities necessary will be evaluated and analyzed in the DEIS. This evaluation will include input and coordination with affected communities throughout the corridor. The future Tier 2 Transit Environmental Process will analyze potential transit centers and stations and park-and-ride improvements in detail.
L-12.05	Mills, Michael C. Village Administrator Elmsford, NY	Transit Oriented Development (TOD)	Expand the scope and the EIS to discuss TOD possibilities. The Village is aware of the potential benefits of TOD and supports the potential for locating stations in the village. Detail on the beneficial economic impacts, especially of a proposed station near Route 9A, should be provided, along with examples of TOD elsewhere in the US and the world. The placement and design of stations should be consistent with <i>Westchester 2025/plan together</i> .	Consistent with the New York State Smart Growth Program, NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. NYSDOT will reach out to locally elected municipal officials and other policy and decision makers, community members, community service and business organizations, key property owners and developers as well as community planning and zoning officials (county and local) to take part in this training, which also is designed to help communicate the opportunities and benefits of TOD to the general public. Land use planning will be analyzed in the current DEIS. The future Tier 2 Transit Environmental Process will evaluate transit centers and stations and park-and-ride improvements, working closely with local municipalities. In the course of the analyses, potential economic impacts of stations and other transit facilities will be evaluated, in part with reference to examples of TOD projects elsewhere in the nation. The analysis of consistency with local comprehensive plans and policies, and Westchester 2025/plan together, will be addressed in detail in the current DEIS.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-12.06	Mills, Michael C. Village Administrator Elmsford, NY	Community Impacts	The scope suggests that the impacts analysis will focus on general impacts on the region surrounding the corridor, but the analysis needs to be expanded to include impacts on a municipality-by-municipality basis. The EIS should be able to quantify specific impacts on the village and other communities.	Specific impacts to communities in the corridor will be identified in the DEIS and, wherever possible, quantified. Project team members have had meetings with all the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS.
L-12.07	Mills, Michael C. Village Administrator Elmsford, NY	Water Resources	The scope's discussion of drainage is focused on the Hudson River, but the village has a historical concern with Saw Mill River corridor flooding, and any type of transit system along I-287 or Route 119 could have an impact. The EIS should therefore include the evaluation of stormwater and drainage of various alternatives. This is also relevant to comprehensive plan goals.	The study will consider and evaluate all aspects of drainage design as well as potential impacts on local aquifers. The project will advance designs that address water quality concerns to the maximum extent possible. We will be working closely with the New York State Department of Environmental Conservation and local agencies in this regard. Consistency with local comprehensive plans and policies will be addressed in detail in the DEIS.
L-12.08	Mills, Michael C. Village Administrator Elmsford, NY	Environmental Impacts (General)	Consider consistency with the proposed environmental policies of <i>Westchester 2025/plan together</i> .	The analysis of consistency with local comprehensive plans and policies, and <i>Westchester 2025/plan together</i> , will be addressed in detail in the DEIS. All environmental impacts, including impacts to water and wetlands, will be identified and analyzed in the DEIS. This will include compliance with guidelines pursuant to Section 404 of the Clean Water Act, as well as New York State Department of Environmental Conservation tidal and freshwater wetlands regulations.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-12.09	Mills, Michael C. Village Administrator Elmsford, NY	Construction Impacts	Because construction impacts are potentially disruptive of village life – especially if the Route 119 corridor is chosen -- the nature, extent, duration, and mitigation measures of each construction-related impact should be detailed in the scope and the EIS. Beyond the traffic and acquisition impacts mentioned in the scope, include employment, noise, air, and water quality.	The evaluation of construction impacts is part of the Level 3 screening process as indicated in the <i>Scoping Update Packet</i> (February 2008). Construction impacts and mitigation measures will be considered in the DEIS. The DEIS will include an analysis of potential environmental impacts, including air quality, noise, and water quality impacts, during the construction and operation of each of the project alternatives. Appropriate mitigation measures will be developed, where necessary. In addition, the DEIS will evaluate the socioeconomic impacts of each alternative, including the impacts associated with increases in direct and indirect employment during construction.
L-12.10	Mills, Michael C. Village Administrator Elmsford, NY	Regional Planning	The EIS should include consideration and coordination with other planned, proposed, and pending projects and improvements along the I287 corridor, including the Route 9A Bypass, Saw Mill River Flood Control, and the Village of Elmsford Main Street Improvement Project.	The analysis process being followed for this project is in accordance with accepted practices for transportation planning in the region – that is, the project is using the required Best Practice Model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is the New York Metropolitan Transportation Council (NYMTC). In addition, other programmed projects that are in the Transportation Improvement Program (TIP), and other locally approved projects such as those mentioned in Elmsford, will be considered in the analysis.
L-12.11	Mills, Michael C. Village Administrator Elmsford, NY	Process (General)	The type of transit chosen is also of crucial interest to the village. The selection process needs to be discussed in the EIS.	Transit alternatives are a major focus of this project. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009). This information will be summarized in the DEIS.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.01	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Bus Rapid Transit (BRT)	Implement findings from the BRT workshop as part of the system corridor and incorporate them as part of the Tier 1 analysis. The DEIS should examine changes to the existing bus system, to integrate it as part of a comprehensive BRT system. Similar discussions regarding connecting and integrating transit services are required for commuter rail and LRT.	A summary of the BRT Workshop is available at the Project Office at 660 White Plains Rd in Tarrytown and is referenced in the <i>Transit Mode Selection Report (May 2009)</i> . However, the opinions expressed by those experts, while insightful and comprehensive, are not binding on this study. We recognize the obvious conflicts the experts discussed in shared use facilities, and have dealt with them in the analysis, and will further develop appropriate details in the DEIS and subsequent future Tier 2 transit analyses. We have explained in Section 4.3 of the <i>Transit Mode Selection Report (May 2009)</i> , the operation of the BRT in Rockland may be in a shared use facility (HOV/HOT), and will deal with operational aspects of that arrangement in the analysis. The operation of the BRT in Westchester County has been proposed to be either a dedicated lane in the existing street system, also sharing use with local buses, or a completely dedicated, exclusive use facility. The specifics of the alignment, operational characteristics and all other attributes of the recommended system will be the subject of the detailed studies in the DEIS and the future Tier 2 transit analysis.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.02	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Transit	<p>Revise Alternative 3, Option 3A, Alternative 4C, and Option 4D and revise the transit mode selection implementation plan to meet the Purpose and Need statement. Option 4D BRT must be full-corridor BRT, as in Option 3B. Appendix A needs a rewrite to address the need for a new transit component, independent of the roadway system, across the entire length of the I287 corridor. The text incorrectly describes the Access to the Region's Core project as a "study." The text must also be clarified in that it describes the existing west-of-Hudson passenger rail lines as both "operating at or near capacity" and "underutilized" just two sentences apart. [Several recommendations are presented for revisions to Appendix D, Transit Mode Selection Implementation Plan.]</p>	<p>Bus Rapid Transit facilities exist in shared use and dedicated use situations. While 3A, 4C and 4D are not exclusive use applications, that does not eliminate them from consideration. A sufficient number of alternatives and options were developed to evaluate transit modes, as documented in the <i>Transit Mode Selection Report (May 2009)</i>. Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations. One of the evaluation factors that has been and will continue to be considered is "inclusion of alternative modes operating on roadway/guideway not subject to highway congestion". These possibilities will be evaluated in the DEIS. It is not necessary or appropriate to modify the Purpose and Need because of the tiered environmental analysis and sequence of implementation of the preferred transit modes. The Purpose and Need is focused on the problem to be solved and desired outcomes. Tiering is a process which is used to advance the project. The Purpose and Need clearly defines the corridor to be deficient in mobility, and the goals address the corridor accordingly. The agencies' commitment to a comprehensive multi-modal solution is expressed throughout the body of work to date, and has been explicitly laid out in the <i>Scoping Summary Report (May 2009)</i> and in the DEIS. The comment regarding NJTransit's ARC "study" will be corrected to reflect that it is an approved project. The apparent contradiction regarding "at or near capacity" vs. "underutilized" rail service has been clarified in the <i>Scoping Summary Report (May 2009)</i>.</p>

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.03	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Bridge Replacement	The new bridge must meet long-range transit demands.	The development process for the bridge crossing, whether rehabilitated or new, has taken into consideration long-range transit demands. This can be seen in the evolution of bridge options as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
L-13.04	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Public Involvement	Guarantee transparency of the Level 3 screening. Expand public communication. The scoping document should list all relevant study documentation and be available to the public. The communication tools need enhancements.	An extensive public outreach program has been implemented by the project that includes: Public Information Meetings; Public Hearings; Scoping Meetings and Scoping Update Meetings; monthly technical meetings with SAWGs on a variety of topics; briefings given to elected officials; IMPO meetings; Task Force meetings; local community meetings; special meetings with public interest and advocacy groups; as well as project newsletters and regular updates to the project website (www.tzbsite.com). In addition, a comprehensive set of study documents including scoping materials and reference reports are available to the public on the project website and accessible at the project offices in Tarrytown and Nyack. Concurrent with the announcement of the team's recommendations, we released the complete <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the <i>Transit Mode Selection Report</i> (May 2009), and all of the reference documents which support the work to date. We also extended public comment period from September 26 through December 1, 2008 and have taken those additional comments into account.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.05	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Best Practice Model (BPM)	Expand the scope of the assessment methodologies, especially with respect to modeling insensitivity to changes in fuel price over time – otherwise, the modeling results will be unreliable for decision-making and planning.	The travel demand forecast model that must be used is the Best Practice Model (BPM) developed by the NY Metropolitan Transportation Council (NYMTC). While rising fuel costs are a serious concern, it is beyond the purview of the team to adopt a “solution” or modify the forecasting tool. This phenomenon is not unique to the Tappan Zee Bridge/I-287 Corridor Project; all ongoing studies must deal with this in a consistent manner. We do acknowledge the fuel cost volatility, but must look to NYMTC for guidance, in dealing with this issue. It will certainly be addressed in the DEIS qualitatively, and it will also be noted that transit ridership has significantly increased, in all markets, since the spike in fuel prices. Interestingly, and more to the point, why this project cannot unilaterally impose a solution, witness the precipitous drop in fuel prices since the fall of 2008.
L-13.06	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Land Use	The one-half-mile radius is arbitrary and insufficient. Large development projects are routinely required to study, address, and mitigate traffic impacts over a much wider geographical area. Section 6.3.1 needs significant expansion to help assess the true impact on land use.	A one-quarter-mile to one-half-mile radius is typical in environmental studies of this type. Regional land use will be addressed in a qualitative manner in the DEIS. The one-half-mile study area is meant to characterize direct land use impacts on a parcel-by-parcel basis. It also represents the general limits of anticipated infrastructure improvements. With respect to the model and analysis of road networks, the entire 28county system has been captured and is evaluated in each run. The 10 counties which surround the corridor are analyzed in greater detail. The team will be addressing impacts beyond the one-half-mile limit when appropriate, utilizing tools such as <i>Paramics</i> to evaluate and mitigate impacts.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.07	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Regional Planning	Expand the scope to include a discussion of the relationship and impacts between project alternatives and other programmed road and transit improvements in and near the I-287 corridor.	The analysis process being followed for this project is in accordance with accepted practices for transportation planning in the region, that is, the project is using the required model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is NYMTC. In addition, other programmed projects that are in the Transportation Improvement Program (TIP) are considered in the analysis.
L-13.08	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Commercial Highway Vehicles	Add to the goods-movement analysis an iterative process requiring results to be evaluated to determine if the project and alternatives need revision to better serve goods movement.	Refinement of goods movement as suggested would be performed in the DEIS, and would be dependent on the level of likely travel changes and travel times.
L-13.09	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Visual Impacts	Section 6.2.5 suggests that the DEIS need only address potential visual impacts of a river crossing, whereas, even at Tier 1, it is appropriate and necessary to identify, discuss, and offer mitigation for potential visual impacts of the transit facilities themselves.	The DEIS will include an analysis of visual and aesthetic impacts of the project, including visual simulations, such as the bridge and other major project features including transit.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-13.10	Mulligan, Jerry Westchester County Dept. of Planning White Plains, NY	Community Impacts	The assessment of the full impact of the project on communities and local governments requires that details of critical importance to municipalities along the corridor be discussed. Expand the analysis of consistency with local comprehensive plans and policies.	Project team members have had meetings with all the local communities in the corridor as part of the Alternatives Analysis phase of the project and will continue to do so in preparation of the DEIS. The analysis of consistency with local comprehensive plans and policies will be addressed in the DEIS. The project team has decided to bring on a third-party Transit-Oriented Development expert to prepare communities for transit improvements in their communities. We will be assisting the communities through educational and topical workshops in every community along the corridor. While we cannot take responsibility for the development of comprehensive plans in the communities, we look forward to assisting the communities through this initiative.
L-14.01	Page, Mark N., Jr. Director, Office of Water Supply Dependability and Infrastructure Planning NYCDEP Bureau of Environmental Planning and Analysis Flushing, NY	Water Resources	Construction along I-287 in Westchester County would pose a concern regarding all three of NYC's major water-conveyance structures in the area. Include an evaluation of the potential for the project to impact these structures in the DEIS.	The project team is aware of the presence of these three critical aqueduct facilities in Westchester County, and will coordinate closely with the NYCDEP as a cooperating agency under the SAFETEA-LU Section 6002 process in order to avoid impacts.
L-14.02	Page, Mark N., Jr. Director, Office of Water Supply Dependability and Infrastructure Planning NYCDEP Bureau of Environmental Planning and Analysis Flushing, NY	Water Resources	Two other water-conveyance structures owned by Westchester County are also in the area – one of them is decommissioned, but the other (the Kensico-Bronx pipeline) supplies water to various Westchester communities. Contact the County regarding the pipeline.	The project team is also aware of other water-conveyance structures in Westchester County and will coordinate with both the NYCDEP and Westchester County regarding these structures.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-15.01	Schroeder, Joan Designated Representative for the Village of Airmont	Maps	The project needs updated maps – some areas shown on maps as vacant are used now.	The Project Sponsor will review the corridor maps to identify and correct any discrepancies between them and the current conditions. It is the Project Sponsor’s intent to update the corridor maps throughout the process to reflect current conditions.
L-16.01	Simoes, Jose C. Department of Planning Town of Clarkstown New City, NY	Tiering	Concerned that the Preferred Transit Mode for the Corridor will be selected before the environmental analysis is complete and the DEIS can be reviewed by the public.	The <i>Scoping Update Packet</i> (February 2008) explains the intent to determine the mode or modes to be advanced into the DEIS, and presents the criteria to be used in that selection process. The public was asked to comment on that process and criteria. The public was again asked to comment when the Transit Mode Selection (<i>Draft Transit Mode Selection Report</i> (September 2008)) was announced. It is permissible under NEPA for the agencies to settle on the transit mode to be developed and evaluated in the DEIS. We will be evaluating all of the alternatives to the same level of analysis, including environmental factors.
L-16.02	Simoes, Jose C. Department of Planning Town of Clarkstown New City, NY	Land Use	The geographic area to be studied by the Assessment Methodologies should be expanded, particularly for transportation and land use. The one-half-mile radius is too small. Access to transit stations and the interstate will burden local roads as residents commute during peak hours. The placement of transit stations will impact land use. Expand the treatment of potential impacts to include major roadways throughout Westchester and Rockland Counties and local roadways closer to the corridor.	In general, direct effects within the corridor will be quantitatively evaluated in detail in the DEIS. Thus, the one-half-mile study area is meant to characterize direct land use impacts on a localized basis to determine potential displacement impacts. Indirect and induced secondary effects will be evaluated qualitatively beyond the prescribed project study area (e.g., regional land use will be addressed in a qualitative manner in the DEIS). The transportation study area includes Westchester, Rockland, and Orange Counties.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-16.03	Simoës, Jose C. Department of Planning Town of Clarkstown New City, NY	Community Impacts	Potential impacts on housing and demographics are not specifically addressed in the scoping document. Mass transit would create increased demand for new development in a wide area.	Socioeconomic impacts, including but not limited to housing and demographics, will be addressed in the DEIS and the future Tier 2 Transit Environmental Process, both for communities in and near the corridor and for those in the surrounding region.
L-17.01	Thomas J. Soyk, P.E., PTOE White Plains Traffic Department White Plains, NY	Traffic / Highway	Concerned with traffic congestion in downtown White Plains, especially during peak shopping times and months such as November and December, which raise traffic volume and lessens the possibility of serving extra trips by transit. Proposes to include weekend traffic analysis to determine flow into White Plains. To help ease congestion, the design for a new bridge should at least provide for future increases and not preclude the use of reversible lanes on the bridge.	The study has and will continue to consider the unique urban characteristics and traffic patterns in White Plains as we evaluate and design transit systems in the DEIS. The suggestion to consider the potential for a fifth reversible lane for weekend and summer-month traffic conditions does not meet with one of the project objectives to eliminate the current contra-flow barrier operation. There are other significant operational impediments to this suggestion. We will be pleased to coordinate and discuss these issues as the study advances.
L-17.02	Thomas J. Soyk, P.E., PTOE White Plains Traffic Department White Plains, NY	Commuter Rail (CRT)	Adding a third track on the Harlem Line between White Plains and the Bronx, which has been proposed at various times, is a key component to future transit capacity, and would support future direct rail connection along the I-287 corridor to the Harlem line. Although not part of the current project, the designs should allow for a potential connection in the future.	The possibility of a third track addition to the Harlem Line through White Plains is not part of this project. We do not anticipate any improvements in this project which would preclude any such future improvement.
L-17.03	Thomas J. Soyk, P.E., PTOE White Plains Traffic Department White Plains, NY	Light Rail (LRT)	LRT (and BRT) concepts require components relevant to downtown routes that are important to White Plains. Design the crossing of the railroad to fit with the proposed northern arterial route ROW and to also allow for a roadway connection to the Bronx River Parkway to alleviate congestion.	The routing of the BRT facilities at the railroad, the Bronx River Parkway, and Central Avenue will be considered during the DEIS with the direct and detailed input from the City of White Plains. Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.

February 2008 Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-17.04	Thomas J. Soyk, P.E., PTOE White Plains Traffic Department White Plains, NY	Transit	A downtown transit circulation (loop), whether LRT or BRT, is necessary to encourage transit to and from White Plains, and the city would be interested in providing for future links to downtown LRT track or BRT stations once the project's LRT/BRT routes are defined. Consider at-grade connections for pedestrians between Franklin Avenue and downtown under the LRT/ BRT alternatives. The crossing of the Harlem line for LRT or BRT must fit within the proposed northern arterial route ROW.	The potential for future links, circulation loops, and integration with existing systems and routes will be considered with your input during the DEIS. The potential for an elevated route in Westchester Avenue with above-grade pedestrian connections to adjacent neighborhoods and downtown will be considered with your input during the DEIS.
L-17.05	Thomas J. Soyk, P.E., PTOE White Plains Traffic Department White Plains, NY	Bus Rapid Transit (BRT)	Coordinate BRT with the ongoing BRT study for the Central Avenue Corridor.	Local BRT routing will be coordinated with the Central Avenue Corridor BRT study and all other existing or planned bus routes. This will be particularly important in the future Tier 2 Transit Environmental Process.

February 2008 Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-18.01	Westchester County Board of Legislators White Plains, NY	Tiering	Writing to express their grave concern that the multiple of tiers of analysis offered and the shortened Statute of Limitations period is illegal under NEPA and SEQRA. It leads to illegal segmentation of the process, whereby the direct impacts will only be analyzed in Tiers 1 and 2. Thus the public will be precluded from having the right to appeal on final decisions, since the 180day time period for the right to challenge will expire before the Tier 3 impacts analysis is completed or has even begun.	Tiering of environmental studies in the NEPA process has been an accepted practice for almost 30 years. The Council on Environmental Quality's (CEQ) 1979 NEPA regulations includes a section that offers tiering as an option for processing complex projects. These CEQ regulations state that "...tiering is appropriate when it helps the lead agency focus on the issues that are ripe for decision and exclude from consideration issues that are already decided or are not yet ripe." Concerns have been raised that a Tier 3 analysis will be required; this is not the case. In fact, tiering is limited to the first and second levels of analysis. CFR § 771.111 (g) states that the first tier analysis would "...focus on broad issues such as general location, mode choice, and area- wide air quality and land use implications of the major alternatives. The second tier would address site-specific issues on project impacts, costs, and mitigation measures." The tiered approach is designed to, among other things, specifically avoid segmentation. Rather, a tiered approach helps us to focus on the issues which are ripe for decision and to exclude from consideration issues already decided or not yet ripe. Federal regulations have established that tiering is appropriate under such circumstances (40 CFR § 1502.20). Concerns that the 180-day statute of limitations would deprive anyone of the right to comment and participate in the development of the detailed design of the recommended transit system(s) are unfounded. To the contrary, the tiering process affords two opportunities to participate in the process and / or challenge decisions, and this enhancement of public participation was one of the reasons why SAFETEA-LU Section 6002 and tiering were implemented.

Table 4-4
 2008 Comments – Group

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-01.01	Columbia University Urban Planning Program Dr. Floyd Lapp, FAICP <i>NB: In these comments, Lapp is presenting the proposals his Urban Planning graduate students recommended in a studio three years ago.</i>	Bridge Replacement	Build a new eight-lane bridge -- it will cost approximately the same as a rehabilitated bridge and will last well into the 21st century.	Both rehabilitation and replacement options were evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable therefore only replacement options will be evaluated in the DEIS. The final bridge configuration will be determined in later stages of the project development process and will include 8 general purpose lanes, full shoulders and accommodation for both BRT and CRT.
G-01.02	Columbia University Urban Planning Program Dr. Floyd Lapp, FAICP	Bus Rapid Transit (BRT)	Favors a full-corridor bus rapid transit route (BRT) from Suffern to Port Chester. It would be more flexible than fixed rail in navigating low-density, rugged topography, much less expensive than rail, and can be implemented more rapidly. Also, rail lacks demand now and into foreseeable future.	Full-corridor BRT has been identified as one of the transit alternatives to be further developed and accommodated in the DEIS. This selection was based on the analysis of Options 3A , 3B, and 4D presented in the <i>Transit Mode Selection Report</i> (May 2009).
G-01.03	Columbia University Urban Planning Program Dr. Floyd Lapp, FAICP	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Promote congestion pricing along all exits and entrances of the corridor on the expressway and adjoining service roads using boothless technology. This would encourage more transit use, reduce traffic, improve air quality and provide revenue for the project.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS. Future toll systems will incorporate the best available technology.
G-01.04	Columbia University Urban Planning Program Dr. Floyd Lapp, FAICP	Transit Oriented Development (TOD)	Promote more compact, transit-oriented development by advancing cluster development in the suburban towns and redevelopment in the urban centers.	The agencies are committed to a mass transit option for this project and recognize the opportunity to advance smart growth options. NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-02.01	Concerned Citizens for Responsible Development Westchester County Tarrytown, NY Sherwood Chorost	Tunnel	Requests an independent outside review of the decision to omit a tunnel option. Considers it to be less costly, safer and faster to build, and more environmentally friendly to the river. A tunnel option would better address air pollution and health-related hazards.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration for a number of compelling reasons. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings Reports</i> (September 2005). The project team has the highest qualified engineering expertise at its disposal, and there are no compelling reasons presented or discovered which would justify reconsideration of tunnel options.
G-02.02	Concerned Citizens for Responsible Development Westchester County Tarrytown, NY Sherwood Chorost	Mitigation	DOT has not provided information regarding mitigation of the health crises in the region.	The analysis provided in the DEIS will comply with current federal, state, and other applicable standards for all required environmental disciplines on transportation projects.
G-02.03	Concerned Citizens for Responsible Development Westchester County Tarrytown, NY Sherwood Chorost	Regional Planning	A “key missing ingredient” throughout the Tappan Zee Bridge/I-287 Corridor study evaluation has been planning on a regional rather than local-level basis to deal with potential health dangers attributable to traffic conditions.	The DEIS will include an analysis of potential air quality impacts related to traffic during both the construction and for the operation of the project alternatives.
G-03.01	Federated Conservationists of Westchester County Rye, NY Carolyn Cunningham Board Member	Bridge Replacement	Strongly support a new bridge that will add mass transit to the I-287 corridor.	Both rehabilitation and replacement options were evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable therefore only replacement options will be evaluated in the DEIS. The final bridge configuration will be determined in later stages of the project development process and will include 8 general purpose lanes, full shoulders and accommodation for both BRT and CRT.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-03.02	Federated Conservationists of Westchester County Rye, NY Carolyn Cunningham Board Member	Commuter Rail (CRT)	Strongly support commuter rail as proposed in Alternative 4A as the best solution to the transportation needs of the region for the next 100 years.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
G-03.03	Federated Conservationists of Westchester County Rye, NY Carolyn Cunningham Board Member	Environmental Impacts (General)	For each mode, analyze greenhouse gas emissions, fuel efficiency, and the impact on sprawl and smart growth.	Air quality (including greenhouse gases) and fuel savings were analyzed in the <i>Transit Mode Selection Report (May 2009)</i> and will be further analyzed in detail in the DEIS. The agencies recognize the opportunity to advance smart growth options. In fact, NYSDOT is providing funds for training expertise to be available to prepare local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-04.01	Federated Conservationists of Westchester County White Plains, NY Cesare Manfredi President	Bus Rapid Transit (BRT)	A decision is about to be made – the transit mode decision for the corridor – that will determine the economic viability of the metro region, if not the entire state of New York. BRT seems to be at the top of the list because it's cheaper, but ten years ago, the Governor killed the HOV lane project on the I-287 corridor because it was an inappropriate and ineffective solution. BRT is essentially a fancier and more complex HOV project --a local solution to a regional problem, doomed to failure, At best it should be considered only an interim solution, awaiting the time when those who don't now recognize the need for CRT realize it is necessary.	As announced in September 2008, the DEIS will accommodate CRT from Suffern to the Hudson Line in addition to cross-corridor BRT. The effectiveness of cross-corridor BRT is documented in the <i>Transit Mode Selection Report (May 2009)</i> . Results in the <i>Transit Mode Selection Report (May 2009)</i> are based on projections generated by the Best Practice Model (BPM), a NYMTC regional travel demand forecasting model that the project is required to use.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-04.02	Federated Conservationists of Westchester County White Plains, NY Cesare Manfredi President	Commuter Rail (CRT)	We question the project consultants' claim that there is insufficient ridership for CRT, despite the fact that it will complete a disconnected and heavily used rail network. If our rail system remains disconnected, there will be an increased loss of economic activity from metro New York to northern New Jersey, as gas prices force diminished mobility.	The ridership forecasts for BRT and CRT modes are based on the results of the BPM analysis. BPM is the NYMTC regional travel demand forecasting model that the project is required to use. The conclusions in the <i>Transit Mode Selection Report (May 2009)</i> considered both projected ridership and costs for each system evaluated.
G-04.03	Federated Conservationists of Westchester County White Plains, NY Cesare Manfredi President	Cost / Financing	Although the costs of CRT are high, the costs of not doing it are higher. Every year the region loses up to \$18 billion because of the loss of time due to vehicular congestion as well as to the damage to persons, property, and deaths caused by accidents.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
G-04.04	Federated Conservationists of Westchester County White Plains, NY Cesare Manfredi President	Regional Planning	Although NYC is the engine of the regional economy, it depends on the surrounding suburbs and cities for employees, as well as to provide jobs for NYC residents. The reverse commute to Westchester County is increasing, and commuting patterns have changed from radial to increasing suburb-to-suburb travel, and, because rails are only North-South, suburb-to-suburb commuters depend on the car, leading to gridlock. Growing car dependency and gas costs make the entire region vulnerable. The only hope for economic survival is the accessibility of a first-class rail system. We almost have it. It just needs to be completed. If decision-makers disagree that rail is needed now, at the very least the new bridge should be designed to accommodate rail in the future.	The selected transit modes include both cross corridor BRT and a CRT connection across the Hudson River on a replacement Tappan Zee Bridge. As presented in the <i>Transit Mode Selection Report (May 2009)</i> , the commuter rail alignment, after crossing the river will connect to Metro-North's Hudson Line and provide a one-seat ride to NYC. The planned alignment will not preclude a future extension of rail service across Westchester County.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-05.01	Friends of the Old Croton Aqueduct Dobbs Ferry, NY Robert J. Kornfeld Jr., AIA Vice President	Process (General)	Appreciate the efforts that the project design team has devoted to discussing design alternatives with them and the opportunity to comment.	Comment noted.
G-05.02	Friends of the Old Croton Aqueduct Dobbs Ferry, NY Robert J. Kornfeld Jr., AIA Vice President	Environmental Impacts (General)	Pleased that the most likely scenarios would not adversely affect the Old Croton Aqueduct, but still concerned that some would -- highway re-grading, bus or light rail lines at the surface, and above-grade stations or parking areas might adversely impact the OCA. Therefore, would like to know if a Section 106 process is anticipated; if so, request consulting party status.	The study is being conducted in compliance with Section 106 of NHPA and the New York State Office of Parks, Recreation and Historic Preservation Office (SHPO). As noted in our letter of July, 2008, we welcome your request to participate as a consulting party in the 106 Process.
G-05.03	Friends of the Old Croton Aqueduct Dobbs Ferry, NY Robert J. Kornfeld Jr., AIA Vice President	Non-Motorized Transportation (Bicycles and Pedestrians)	Requests pedestrian bridge over I-287 along the Aqueduct to restore the continuity and beauty of the trail and provide a safe walking route through the southern part of Tarrytown village, avoiding the busy stretch of Route 9 that is now the only option.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
G-06.01	Masters School, The Dobbs Ferry, NY Margaret George Humanities Teacher	Bridge Rehabilitation	Would like to preserve the architectural beauty of the Tappan Zee Bridge. Why not maintain the structure rather than renovating or replacing it?	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-07.01	Nyack Republican Committee Nyack, NY Joseph Brady-Amoon Chairman	Property Acquisitions	Glad to have been promised that only a few slivers of land under any alternative will be needed for the Thruway's plans in the villages of Grandview, Nyack, and South Nyack.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. Every effort will be made to avoid property acquisitions and based on initial studies, acquisitions appear to be minimal. However, the DEIS will present all acquisitions required for each alternative.
G-07.02	Nyack Republican Committee Nyack, NY Joseph Brady-Amoon Chairman	Traffic / Highway	Concerned that construction of the project would worsen the already-dangerous traffic conditions around Nyack, especially during the morning rush hour. Commuters from further west using Route 59 headed for the last possible Tappan Zee Bridge entrance drive too fast, endangering the lives of children walking to school and to bus stops.	Construction impacts will be evaluated in the DEIS for each alternative.
G-07.03	Nyack Republican Committee Nyack, NY Joseph Brady-Amoon Chairman	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Consider a congestion charge at the Orange County line to reduce traffic and pollution. Would like the Tappan Zee Bridge and George Washington Bridge tolls to be the same to remove the current incentive to choose the cheaper bridge (the Tappan Zee Bridge), which only increases congestion and pollution on that bridge.	Congestion pricing policies beyond the project corridor are not part of this project.
G-07.04	Nyack Republican Committee Nyack, NY Joseph Brady-Amoon Chairman	Traffic / Highway	Construction of the Thruway destroyed the rectangular street grid in Nyack and South Nyack and too much traffic was funneled into local streets. Consider reestablishing part of the grid.	Project team members have had meetings with all the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-07.05	Nyack Republican Committee Nyack, NY Joseph Brady-Amoon Chairman	Tunnel	It is possible that re-establishing part of the street grid would entail putting part of the Thruway in a tunnel so that the above-ground portion could be a crossing for local streets.	Studies that would place segments of I-287 in the Nyack vicinity in a tunnel have not been undertaken. A tunnel would likely be extremely costly, result in degraded transportation performance, and have significant environmental and construction impacts. It should be noted that a cross-Westchester County tunnel was studied in the <i>Alternatives Analysis Report</i> (January 2006) and eliminated for the reasons stated above.
G-08.01	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman <i>NB: This is the same organization and the same individual as G-07, but with a somewhat different set of comments.</i>	Ferry Service	There should be no ferry as part of this project. Only when the corridor is no longer congested, other crossings for commuters exist, and parking and traffic problems in Nyack are solved should Nyack consider a local ferry stop.	Comment noted.
G-08.02	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Incentives should be given to New Jersey and to Orange County commuters to leave their cars in their respective towns in a form of <i>E-ZPass</i> Tolling and Congestion Pricing and discourage western Rockland County, New Jersey, and Orange and Ulster County commuters from exiting the thruway to take Route 59 and local streets.	Congestion pricing policies beyond the project corridor are not part of this project.
G-08.03	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Traffic / Highway	Turning lanes and traffic signals are needed at the intersections of Upper Depew Avenue and Route 9W and Depew Avenue and Route 9W. These should be part of the project since the problem originated with the construction of the Thruway, which severed the street grid.	Impacts due to traffic for each alternative and mitigation measures will be considered in the DEIS as part of the Roadway and Traffic topics.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.04	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Tunnel	NYSTA politically manipulated the alternatives to eliminate the tunnel option(s), which is the best solution. It would free up land to restore the street grid, provide safe bicycle ways, and allow pollution from vehicles using the crossing to be concentrated and scrubbed by a ventilation system.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
G-08.05	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Construction Impacts	Construction should not disrupt river villages. As much as possible: reduce noise; limit hours to normal business hours; have construction vehicles use the Thruway, not local streets; do not cause property values to fall during the construction period; if this is more expensive, diffuse the costs among Thruway users instead of concentrating it in host communities.	Construction impacts and mitigation measures will be considered in the DEIS.
G-08.06	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Other River Crossing Locations	35% of Tappan Zee Bridge traffic originates in New Jersey. Another major Hudson River Crossing is needed south of the Tappan Zee Bridge and north of the George Washington Bridge. Alpine-Yonkers is a good location – it would increase security and be more efficient for northern New Jersey and southern Rockland County commuters, reducing travel times and pollution. Southern crossing locations would be within the jurisdiction of the Port Authority, a bi-state agency, so that federal officials should help.	Alternate river-crossing locations were considered and eliminated from further consideration due to potentially substantial impacts. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
G-08.07	Nyack Republican Committee - <i>Orangetown and Clarkstown</i> Nyack, NY Joseph K. Brady-Amoon Chairman	Property Acquisitions	Likes promise that only one residence in the river villages in Rockland County is endangered by the project, [but] “please try to save that one house”.	One of the goals and objectives of the project is to minimize community disruption, displacements, and relocations. Thus, the potential for such an impact has been considered in all phases of the project. At this point, the final extent of property acquisitions have not been determined. The DEIS will present all acquisitions required for each alternative.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.01	Regional Plan Association New York, NY Robert D. Yaro President	Purpose and Need	The objective should be restated as "maximize the use of the capacity constructed to serve the travel demand".	It is not the objective to select and construct a transit mode which would not be utilized; it is the goal to select and construct a transit mode which provides flexibility to address future capacity demands.
G-09.02	Regional Plan Association New York, NY Robert D. Yaro President	Public Involvement	Given the Coordination Plan as now written, concerned that Stakeholders Groups and other parties will not be informed sufficiently or early enough to provide input to the decision-making process. This is of particular concern with tiering, as the transit option could be chosen early to ensure progress in bridge design but without public input.	Public involvement has been and remains a component of the environmental process. Over the last several years the project team has used multiple outreach tools, including the project website, community specific meetings, focused stakeholders' meetings and the Stakeholders' Advisory Working Group (SAWG) meetings, as well as open house presentations and the required public notice process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> . We have learned a great deal through these efforts and that has been reflected in our work which has led us to this narrowing of alternatives. The re-opening of scoping has afforded interested parties the opportunity to weigh in on a wide range of issues, including the specific criteria to be employed in the transit mode selection analysis. The comment period was extended after the announcement of the team's recommendations. The team responded to all comments received and incorporated any changes deemed appropriate. The <i>Scoping Summary Report (May 2009)</i> explains how comments were handled as well as the detailed rationale for the specific recommendations to be further evaluated in the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.03	Regional Plan Association New York, NY Robert D. Yaro President	Evaluation Criteria	The current set of evaluation criteria are an improvement over the earlier version, but there is still a need work in the relationship to transit capacity, cost and benefits, and the assumed date for costs.	The basis for cost estimates of all of the transit alternatives and options are explained in the <i>Transit Mode Selection Report (May 2009)</i> . The purpose of the capacity criteria is to ensure that the system can provide sufficient capacity for future demand. The actual number of seats, trains, buses, station details, etc., have been determined based on actual demand projections, which will also govern the finalization of service plans. The <i>Transit Mode Selection Report (May 2009)</i> was based upon a wide range of criteria, as indicated, but did not attempt a consolidated assessment in line with FTA New Starts guidelines as suggested. We are confident that a straightforward comparative analysis was an adequate means of differentiating among the transit modes analyzed. The eligibility of any of these transit alternatives for federal funding was not a criterion, although we will endeavor to maximize cost-effectiveness and New Starts eligibility for both BRT and CRT, the recommended transit modes. The traffic modeling and forecasting utilizes the NYMTC Best Practices Model. The aggregate travel-time benefits calculated are actually based on literally thousands of trip pairs in selected markets (listed in the criteria matrix). We have highlighted 22 illustrative trip pairs for the purpose of presentation of specific results, and to facilitate comparative analysis.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.01	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Process (General)	Please consider this letter a statement of status as an interested or affected person or party under NEPA and, accordingly, notify Riverkeeper of all NEPA-related documents, as they become available, and NEPA-related meetings, as they are scheduled, related to this project. Similarly, consider this letter a statement of status as an interested party pursuant to SEQRA regulations and accordingly send copies of all filed SEQRA documents and notice of all relevant meetings.	Comment noted.
G-10.02	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Environmental Impacts (General)	Extremely concerned about this project and the potential environmental impacts. Most of the alternatives will have enormous environmental, economic and social impacts to the Hudson River and to the communities and environment of Rockland and Westchester Counties.	An extensive river ecology and sampling program is being undertaken and will be evaluated as part of the DEIS. Mitigation measures will be considered in the DEIS for all environmental disciplines and impacts.
G-10.03	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	With the redesign of the planning process to include tiering and the application of SAFETEA-LU, concerned that the process will be practically and legally insufficient and contrary to NEPA and SEQRA mandates. In particular, the tiered environmental review process is likely to result in uninformed decisions, insufficient public participation, and inadequate goals and funding for mitigation.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements. As the Tier 1 transit analysis and the Tier 2 bridge and highway analysis are being developed jointly, we are clearly not advancing the actions as separate and unrelated actions. SEQRA also requires agencies to consider reasonably related short-term and long-term impacts, cumulative impacts, and other associated environmental impacts. This analysis will be provided in the DEIS, the DEIS that evaluates the Tier 1 transit alignment and the Tier 2 highway and bridge elements, including

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
				the transit ready components of the bridge and highway elements. The impacts will be evaluated with the level of detail available as they are clearly reasonably related. The future Tier 2 Transit Environmental Process will simply be a more detailed development and analysis of transit system including components such as station types, parking facilities, and power systems; local, site-specific land use concerns; as well as refinement and implementation of mitigation concepts consistent with good planning practices. Public participation, informed decision-making, required mitigation remain part of the project development process.
G-10.04	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	The scoping document does not properly explain the multiple tiers of this process. A close reading indicates that the analysis of the actual site-specific impacts will be illegally and impractically postponed until a post-2010 third tier – the “subsequent NEPA action”.	In the Tier 1 Transit and Tier 2 Bridge and Highway analysis, site specific impacts will be evaluated to the level of detail appropriate for the tiered analysis. The future Tier 2 Transit Environmental Process will be a more detailed development and analysis of transit system including components such as station types, parking facilities, and power systems; local, site-specific land use concerns; as well as refinement and implementation of mitigation concepts consistent with good planning practices.
G-10.05	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	Given the lack of clarity and consistency in the description of the tiering process in the scoping document, please provide complete, consistent written clarification as to the number of proposed tiers, environmental reviews, RODs, DEISs, and EISs, and their respective content.	Written clarification was provided to the writer in a letter dated October 3, 2008. In summary, Tier 1 is a planning level of development and analysis; Tier 2 is a detailed level of development and analysis. This DEIS will perform Tier 1 Transit analysis and Tier 2 bridge and highway analysis. This DEIS will yield a FEIS with a Tier 1 ROD for Transit and Tier 2 ROD for Bridge and Highway implementation. The future Tier 2 Transit Environmental Process will be performed to yield federal approvals and ROD to implement transit.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.06	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Public Involvement	Once written clarification of tiering is provided, please also provide for an additional public comment period to allow for the legally mandated, meaningful public participation and the “early and open” scoping process.	Public involvement has been and remains a component of the environmental process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and Stakeholders’ Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the NEPA and SAFETEA-LU Section 6002. Full disclosure is an important aspect in the NEPA and SEQRA process. We are committed to compliance with all outreach regulations and have made additional efforts to hear and address public concerns. The agencies reopened comment periods from February 28 through April 11, 2008 and from September 26 through December 1, 2008.
G-10.07	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	The initial tiering, which separates the transit decision from the bridge and highway decisions, is not authorized under NEPA and will not serve the purpose of NEPA, which is to promote informed decision- making and help public officials take actions to protect, restore, and enhance the environment. The post-2010 third tier is impermissible segmentation. Segmentation is prohibited where two proposed actions are connected and must be included in the same EIS.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements. There can be no "post 2010 third tier" as tiering is limited to the first and second level of analysis. We have clearly explained that this EIS will evaluate transit to the Tier 1 level and the bridge and highway components to the Tier 2 level. The public participates in both the Tier 1 transit analysis and the future Tier 2 Transit Environmental Process, and no transit system can be permitted or constructed until the completion of the Tier 2 Transit Environmental Process.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.08	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	The proposed tiering methodology is contrary to SEQRA and will result in segmentation and an uninformed decision.	The tiered approach is designed to, among other things, specifically avoid segmentation. Rather, a tiered approach helps us to focus on the issues which are ripe for decision and to exclude from consideration issues already decided or not yet ripe. The tiered approach being pursued meets the three conditions provided under 23 CFR 771.111(f) to determine the scope of actions evaluated in an EIS: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvement in the area are made; (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. SEQRA regulations define segmentation as the division of the environmental review of an action so that various activities or stages are addressed as though they were independent, unrelated activities needing individual determinations of significance. As the Tier 1 transit and Tier 2 bridge and highway analysis are being developed jointly, they are clearly not being advanced as separate unrelated actions.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.09	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	Even if tiering is permissible in some circumstances under NEPA, due to the proposed application of Section 6002 of SAFETEA-LU, the earlier tiering decisions will not be subject to reconsideration after all environmental impacts are examined in the later post2010 tier. This is contrary to the requirements of both NEPA and SEQRA.	The 180 day statute of limitations provision in SAFETEA-LU Section 6002 pertains to all Federal transportation project decisions, including NEPA decisions and permits and is applicable irrespective of the project's adoption of tiering or the full provisions of Section 6002. Concerns that the 180 day statute of limitations would deprive anyone from the right to comment and participate in the development of the detailed design is unfounded. To the contrary, the tiering process affords two opportunities to participate in the process and /or challenge decisions. This enhancement of public participation was one of the reasons that SAFETEA-LU Section 6002 and tiering were implemented. The Record of Decision affirms only the selected modes, general alignment and termini and tie in locations and can be challenged within the 180 day period. Decisions on critical criteria such as station locations, access and egress, integration into communities, operations, development opportunities and impacts, etc., will be fully investigated and vetted with the affected communities, cooperating and participating agencies, and the public, in accordance with all applicable process requirements, during the future Tier 2 Transit Environmental Process. At the Record of Decision in the future Tier 2 Transit Environmental Process, the statute of limitations would again apply, affording all the right to timely recourse. In the event Federal permits are required and issued, the statute of limitations would apply to that action as well, affording numerous opportunities for a challenge throughout the tiering process.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.10	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Cumulative Impacts / Growth Inducing Impacts	The 180-day Statute of Limitation period under Section 6002, in which decisions in Tiers 1 and 2 can be appealed, will expire well before the actual post2010 third-tier analysis of direct impacts and mitigation measures is completed. Therefore postponing portions of the thorough environmental review will, among other things, result in a failure to fully analyze the cumulative impacts, in violation of both NEPA and SEQRA.	The 180-day statute of limitations provision in SAFETEA Section 6002 pertains to all federal transportation project decisions, including NEPA decisions and permits, and is applicable irrespective of the project's adoption of tiering or the full provisions of SAFETEA-LU Section 6002. It is noteworthy that this new federal requirement brings NEPA more in line with SEQRA, which features a four-month statute of limitations. Concerns that the 180-day statute of limitations would deprive anyone of the right to comment and participate in the development of the detailed design of the recommended transit systems are unfounded. To the contrary, the tiering process affords two opportunities to participate in the process and/or challenge decisions, and this enhancement of public participation was one of the reasons that SAFETEA-LU Section 6002 and tiering were implemented.
G-10.11	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Tiering	The scoping document does not commit the lead agencies to even complete an additional full EIS in the later post-2010 third tier. Thus the proposed tiering methodology results in illegal segmentation and does not provide for full NEPA or SEQRA process.	There can be no "post 2010 third tier" as tiering is limited to the first and second level of analysis. We have clearly explained that this EIS will evaluate transit to the first level and the highway and bridge components to the second tier level. The tiered approach being pursued meets the three conditions provided under 23 CFR 771.111(f): connect logical termini and be of sufficient length to address environmental matters on a broad scope; have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvement in the area are made; Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. SEQRA regulations define segmentation as the division of the environmental review of an action so that various activities or stages are addressed as

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
				though they were independent, unrelated activities needing individual determinations of significance. As the Tier 1 transit and Tier 2 bridge and highway analysis are being developed jointly, they are clearly not being advanced as separate unrelated actions.
G-10.12	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Hudson River	A thorough analysis of all environmental impacts to the region, to communities in close proximity to the project, and to the Hudson River should be completed and full mitigation planned for in the initial decision-making phase.	Analysis of the environmental impacts will be evaluated and presented in the DEIS, and appropriate mitigation measures identified where necessary.
G-10.13	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Cost / Financing	The proposed tiering methodology will be used in an early federal funding application which will not include the cost of mitigation measures, as those costs will not be known at the time of application. Applying for funding as soon as the initial tiers are completed will thus lead to inadequate resources to even review the impacts, let alone mitigate them.	The agencies are not aware of any provisions, nor have we made any statements of intent to apply for “early” federal funding. In fact, the project team has recognized the current lack of funding to be an issue of paramount concern, and ongoing finance studies are focused on that issue. We fully understand the requirement to disclose a comprehensive funding plan in the DEIS, and we intend to meet that obligation. The February 2008 presentation cited the high cost of inflation and delay, explaining that the implementation of tiering, which could allow for advancement of highway and bridge work sooner, while the detail of the transit mode is refined in the future Tier 2 Transit Environmental Process, would result in significant cost savings, and ultimately implement the complete multi-modal project in the most expeditious manner.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.14	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Regional Planning	A thorough analysis of all regional impacts, regional needs, sprawl and growth-inducing effects should be completed prior to any selection of a Preferred Alternative. It is far from clear that the growth anticipated for Putnam, Dutchess, Orange, Northern Westchester and Northern Rockland Counties should be handled in traffic and transit in the I-287 corridor rather than by increasing the capacity of an east-west route further north.	The <i>Scoping Update Packet</i> (February 2008) clearly indicates the intent to narrow the range of alternatives, and the methodologies to be employed, in this third level of screening. This is a permissible scoping process which defines the reasonable alternatives to be studied in detail in the DEIS. It is not the intent of this scoping process to determine the Preferred Alternative; rather, it determined the transit modes and bridge solution, and the DEIS will evaluate in detail the impacts of the various reasonable alternatives which will fall from those recommendations. The FEIS/Record of Decision determines the Preferred Alternative.
G-10.15	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Land Use	A decision should be made as to how best to encourage proper land use and avoid sprawl -- and not how best to squeeze more traffic through an area which may not see additional growth and would only suffer the environmental consequences of a new bridge and highway inefficiently handling growth further north.	Induced growth within the region will be addressed in a qualitative manner in the DEIS.
G-10.16	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Cost / Financing	An accurate cost-benefit analysis, enabling appropriate public and agency participation, should include analysis of all elements, including those critical matters postponed until the post-2010 tier, such as station locations, site-specific impacts, and mitigation measures.	Cost/Benefit analyses for the transit alternatives and options will be performed and are included in the <i>Transit Mode Selection Report (May 2009)</i> .
G-10.17	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Commuter Rail (CRT)	Drop all rail-related alternatives (4A, 4B, 4C, 4D) from further consideration, since they are redundant and economically and environmentally unjustifiable given that the ARC project will provide a direct rail connection for the West-of-Hudson region to NYC.	The project team has acknowledged the NJTransit ARC project as an approved project and has included it in the forecasts. The fact that NJTransit is advancing the project in no way negates the legitimacy of the alternatives under consideration. The impacts and effect of the ARC project are presented in the <i>Transit Mode Selection Report (May 2009)</i> and will be included in the DEIS.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.18	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Bridge Rehabilitation	Favors bridge rehabilitation and BRT. Alternatives which involve a new or greatly expanded bridge rather than the rehabilitation of the existing Tappan Zee Bridge are ostensibly justified by the need for east-west rail mass transit. But this need is neither demonstrated nor cost-effective, whereas a BRT system in a dedicated lane of the existing Tappan Zee Bridge would provide a solution and greater flexibility at much lower cost.	The position regarding the rehabilitation of the bridge is acknowledged. The comprehensive evaluation and recommendation has been included in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
G-10.19	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Cost / Financing	The cost estimates for alternatives involving rail transit and/or a new bridge are enormous (\$14.5 billion), whereas the rehabilitation cost is \$2.5 billion. Thus, in addition to meeting actual needs, a rehabilitated bridge and BRT are superior in terms of cost.	Your position regarding the rehabilitation of the bridge is acknowledged. The comprehensive evaluation and recommendation is included in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
G-10.20	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Community Impacts	Implementation of any of the alternatives involving large increases in infrastructure (a new bridge and/or CRT) would mean that communities along the corridor would face years of disruptive construction followed by a permanent increase in traffic on local streets, noise, and other adverse community and environmental impacts.	Construction impacts will be evaluated and presented in the DEIS.
G-10.21	Riverkeeper Tarrytown, NY Robert Goldstein General Counsel/ Rebecca Troutman Staff Attorney	Hudson River	Alternatives involving rail and/or significant bridge and highway enlargements will inalterably damage the Hudson River and the environment of the surrounding communities. An important habitat of the striped bass and the endangered shortnose sturgeon will become a long-term construction site. These alternatives will involve active construction for many years, reversing much of the progress made in the last forty years to protect the Hudson River environment.	The DEIS will include extensive analysis of potential water quality and ecological impacts for the Hudson River and communities in the corridor. A year-long Hudson River sampling program has been completed. Mitigation measures will be identified as necessary to comply with applicable federal, state, and local environmental laws and regulations.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-11.01	Rockland Branch of Concerned Citizens for Responsible Development Nyack, NY George Sherman President	Other River Crossing Locations	If the purpose of building a new bridge is to accommodate future traffic growth, then the bridge should be built to the north of Rockland County, where the growth potential is.	Alternate river-crossing locations were considered, evaluated and ultimately eliminated from further consideration due to potentially substantial impacts and enormous costs – impacts and costs far greater than those of alternatives that uses the current Tappan Zee Bridge crossing location. This is documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and the <i>Alternatives Analysis Report</i> (January 2006).
G-11.02	Rockland Branch of Concerned Citizens for Responsible Development Nyack, NY George Sherman President	Cost / Financing	State and Federal debt levels, and the New York State CFO's opinion that the state can't afford to build a new bridge, make funding unlikely, especially given the competition for funding from other state transportation projects with far higher ridership projections.	Financing for the project has yet to be secured and a comprehensive, concurrent study is underway to address that reality. Finance options to be considered will include all traditional and some innovative financing methods. Comptroller DiNapoli stated in November 2009 that although the state's fiscal situation is serious, the Tappan Zee Bridge/I-287 Corridor Project must be advanced.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-11.03	Rockland Branch of Concerned Citizens for Responsible Development Nyack, NY George Sherman President	Tiering	The de-linking of the transit and construction elements of the project increases the likelihood that setting aside one level of the new bridge for rail will result in a repeat of what happened with the George Washington Bridge, where the lower level, intended for rail, became another roadway.	In the unlikely event that transit is not implemented, any attempt to implement unanticipated improvement in the future would require complete disclosure and process implementation under NEPA and/or SEQRA.
G-11.04	Rockland Branch of Concerned Citizens for Responsible Development Nyack, NY George Sherman President	Air and Noise	Increase in car and truck traffic will result in the deterioration of air quality, more noise, and an increase in respiratory diseases for residents along the I-87/287 corridor, even if the project stays within the Thruway ROWs.	The <i>Transit Mode Selection Report (May 2009)</i> includes an analysis of the potential for regional vehicles miles traveled (VMT) and air pollutant emission reductions. In fact, all transit alternatives/options studied showed both VMT and air pollutant reductions from the No Build condition. Furthermore, the DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-12.01	Rockland Business Association Al Samuels President	Bridge Replacement	Supports a new bridge to accommodate the loads of the 21st century, now increasing with the already-underway growth in Rockland and Orange County jobs.	Both rehabilitation and replacement options were evaluated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge (March 2009)</i> considering all current standards and loads. The report concludes that rehabilitation of the bridge is not reasonable therefore only replacement options will be evaluated in the DEIS. The final bridge configuration will be determined in later stages of the project development process and will include 8 general purpose lanes, full shoulders and accommodation for both BRT and CRT. Traffic will be analyzed using projections from NYMTC, accounting for growth in the region.
G-12.02	Rockland Business Association Al Samuels President	Commuter Rail (CRT)	Supports Commuter Rail for travel to Manhattan and to bring people to Rockland and Orange Counties, where job growth is expected.	Commuter Rail to Manhattan is considered in all alternatives in the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-13.01	Salisbury Point South Nyack, NY Jean Marie McVeigh Representing ~200 residents	Air and Noise	Is concerned about pollution, which is already bad, and how the project will adversely affect residents' lives, health, and property values.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-13.02	Salisbury Point South Nyack, NY Jean Marie McVeigh Representing ~200 residents	Bus Rapid Transit (BRT)	Does not support buses to go all the way to the Palisades Mall to get to New York, increasing the commute. Asks why there are no plans for mass transit access at the base of the bridge; without direct access to the bridge in South Nyack and Grandview, the project offers no benefit to those communities.	The project team has identified South Nyack as a potential BRT stop and will be evaluating its potential in this project and the future Tier 2 Transit Environmental Process.
G-14.01	Salisbury Point Cooperative South Nyack, NY Louis Alpert Vice President	Bus Rapid Transit (BRT)	Concerned that area residents will lose what they have now – the ability to walk to a bus that takes them over the Tappan Zee Bridge to Westchester County -- and instead will have to take a bus to the Palisades Mall, extending the trip and increasing pollution.	BRT service will supplement, not replace or eliminate existing commuter bus service. Details will be determined in the future Tier 2 Transit Environmental Process.
G-15.01	Scenic Hudson, Inc. Poughkeepsie, NY Jeffrey Anzevino, AICP Senior Regional Planner	Land Use	The corridor infrastructure improvements under consideration address transportation problems that in large part were a result of the Transportation/Land Use Cycle triggered by the construction of the Tappan Zee Bridge, the NYS Thruway, the Palisades Parkway and I-287 in New Jersey. To break the cycle, suggests land use planning where mixed-use transit villages are in close proximity to stations, similar to New Jersey Transit's successful Village Program to revitalize communities, and reduce traffic and sprawling. Recommends changes to the language in the Scoping Document.	The agencies agree that land use and transportation planning are inextricably linked and recognize that transportation decisions may have long-term impacts on the corridor's land uses. Our transit-oriented development (TOD) pilot program demonstrates our commitment to providing training to educate communities about TOD, and we will continue to work closely with municipalities. However, as you point out in your letter, New York's tradition of home rule requires that land use decisions be made at a local level, and these decisions are beyond our purview.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-15.02	Scenic Hudson, Inc. Poughkeepsie, NY Jeffrey Anzevino, AICP Senior Regional Planner	Transit Oriented Development (TOD)	Commends the multi-modal solution as a replacement for the old paradigm – which was to increase highway capacity in response to congestion -- which by itself only leads to an eventual increase in traffic and more environmentally destructive land use. But planning for transit must encourage and incorporate TOD, not simply park-and-ride lots, which would lead to a rise in VMT and continued sprawl. Despite the cost, investing in land use planning is worthwhile, as it will preserve capacity and increase transit ridership.	Consistent with the New York State Smart Growth Program, the NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development (TOD). The 30-mile Tappan Zee Bridge/I-287 Corridor, from Suffern to Port Chester, and the communities in this corridor have been chosen as a pilot for this TOD training. NYSDOT will reach out to locally elected municipal officials and other policy and decision makers, community members, community service and business organizations, key property owners and developers as well as community planning and zoning officials (county and local) to take part in this training, which also is designed to help communicate the opportunities and benefits of TOD to the general public.
G-15.03	Scenic Hudson, Inc. Poughkeepsie, NY Jeffrey Anzevino, AICP Senior Regional Planner	Purpose and Need	Proposes numerous changes to the Purpose and Need statement and to the list of Goals and Objectives, many aimed at underscoring the need to recognize that in the absence of transit solutions that are accompanied by TOD, the Transportation/Land Use cycle will continue to result in adverse impacts, both to the environment (including the river) and to local communities.	The goals and objectives have been refined in the <i>Scoping Summary Report</i> (May 2009) to adequately and properly reflect the intention to support smart growth and sustainable planning practices in the affected communities. We support these practical and necessary changes in community planning, and recognize this project as an opportunity to effect change at the local level through training, facilitation, and collaboration.
G-16.01	Sierra Club Haymarket, VA Patrick M. Centolanzi, PE	Commuter Rail (CRT)	Favors commuter rail service to White Plains and to Grand Central Terminal (GCT) (Alternative 4A or Option 4D allowing for conversion to CRT in the future). CRT will be better for commuters to GCT and the East Side of Manhattan – better access will attract more drivers, reducing travel by car and bus, which is not sustainable.	Comment noted.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-16.02	Sierra Club Haymarket, VA Patrick M. Centolanzi, PE	Traffic / Highway	That alternative or option that is best able to reduce future VMT-- in the AM peak and at all times -- is the single most important consideration.	Comment noted.
G-16.03	Sierra Club Haymarket, VA Patrick M. Centolanzi, PE	Transit	White Plains travelers should be given "heavy consideration" when choosing a transit modality; if most commuters have White Plains rather than other points in Westchester County as their destination, CRT is the better option. The current heavy use of commuter buses to White Plains is not a sustainable transit mode.	A variety of alternatives and options were developed to evaluate transit modes, as documented in the <i>Transit Mode Selection Report (May 2009)</i> . The transportation demand modeling is sensitive to the markets studied in the corridor. BRT alternatives to service Westchester County would operate quite differently, and more efficiently, than any existing bus system currently in operation.
G-16.04	Sierra Club Haymarket, VA Patrick M. Centolanzi, PE	Public Involvement	The revised travel demand numbers, which consider the New Jersey Transit Trans-Hudson Express Tunnel project, should be released to the public before the Tappan Zee Bridge/I-287 Corridor transit modality decision is made.	Ridership forecasts for the project, which have factored in the Tunnel (now referred to as Access to the Region's Core, or ARC) have been made available to the public in the <i>Draft Transit Mode Selection Report</i> released September 26, 2008 and finalized May 2009.
G-17.01	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Public Involvement	Commends the public outreach efforts by NYSDOT and the other lead agencies in the current EIS process.	Comment noted.
G-17.02	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Land Use	The scoping packet recognizes the enormous influence of the project on the tri-state region's economy and the land use impacts extending far beyond the project boundary. Commends this recognition, as well as the incorporation of public transit into the design.	Comment noted.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-17.03	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Process (General)	The Scoping Packet alternates between two definitions of the corridor – a half-mile on either side of I-287 vs. the entire county of Rockland or Westchester.	At certain points in the narrative, “corridor” may be used to refer to an area larger than that referred to by the term “project study area” (or, simply, “study area”), which has a precise definition. A quarter-mile to half-mile radius is typical in environmental studies of this type, depending on the environmental discipline being studied. In some cases, larger study areas are appropriate. For example, the transportation demand modeling is being done for a 28-county region but the potential for hazardous waste impacts is being studied within and immediately adjacent to the Thruway ROW, where such impacts may occur.
G-17.04	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transit	The Scoping Packet fails to address how commuters living outside the corridor are to travel between their residences and jobsites and the proposed transportation stations – i.e., the majority of Tappan Zee Bridge users would still need to use a personal auto at each end of any transit trip. This is important in view of the goal of reducing single-occupancy commuter car travel by means of transit.	The travel demand modeling for the project addresses travelers from outside the corridor, including those from Orange County, Connecticut, and New York City, in its analysis. The journeys being analyzed include auto portions of the journey in the determination of the potential for future ridership. The issue of transit system access will be studied in the DEIS and the future Tier 2 Transit Environmental Process through the provision of shuttle buses, park-and-ride facilities, and local bus service.
G-17.05	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transit	The Scoping Packet doesn’t acknowledge that population density – both residential and worksite -- is what supports efficient point-to-point public transit, and it makes the unsupported assumption that if west-to-east transit is built, drivers would abandon cars.	Population density does help support efficient point-to-point public transit. However, that does not mean that there is not a market for public transit in lower-density areas. The transportation demand modeling conducted to date (see the <i>Transit Mode Selection Report (May 2009)</i>) shows that all transit alternatives/options studied have the potential to reduce vehicle miles traveled (VMT) in the region. It is not an unsupported assumption but rather the results of the modeling process.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-17.06	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Regional Planning	Since the construction of the Tappan Zee Bridge, living, employment, and transportation patterns have changed radically, with low-density suburban and rural housing, multi-car households, and single-occupancy car travel becoming the norm, bus and train service declining, and highway construction increasing to serve an auto- and truck-centered economy. The EIS must evaluate how these effects can be reversed.	The agencies are committed to a mass transit option for this project. NYSDOT has contracted with a consultant to provide training to local communities in the planning for transit-oriented development. Land use planning will be analyzed in the DEIS. Direct effects within the corridor will be quantitatively evaluated in the DEIS. Indirect and induced secondary effects will be evaluated qualitatively beyond the prescribed project study area. Potential improvements will be identified and analyzed in the current DEIS. The future Tier 2 Transit Environmental Process will evaluate transit centers, stations, and parking improvements in detail.
G-17.07	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transit Oriented Development (TOD)	Mass transit is neither practical nor economical in a low-density environment, so the challenge of the EIS is to develop policy to discourage continued auto-dependent sprawl and encourage a new density model via collection centers with coordinated bus-train depots and car parks in the corridor and in points of origin within a 50-mi radius of the bridge	The agencies are committed to a mass transit option for this project and recognize the opportunity to advance smart growth options. NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-17.08	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Land Use	Political and business leaders, especially in Rockland and Orange Counties, favor the costliest options to promote housing and business development that without the project would not occur. Although DOT has no control over such land use consequences, they would compromise the transit functions of the bridge and sabotage the project. Therefore, the EIS must evaluate the growth-inducing outcomes of the project, both within the corridor and beyond.	The agencies are committed to a mass transit option for this project and recognize the opportunity to advance smart growth options. NYSDOT has contracted with a consultant to provide training to local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS. Induced growth will be addressed in a qualitative manner.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-17.09	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Traffic / Highway	The Origin and Destination survey of car ridership is five years old and leaves crucial questions unanswered. The EIS must conduct a current, detailed study of travel patterns across the Tappan Zee Bridge in both directions each day, by time of day, and determine the trip O&D of each car.	An extensive traffic data collection program was undertaken in 2005 in the corridor. The results of that program as well as data collected on transit ridership has been used to calibrate both the transportation demand model (BPM) and the localized traffic analysis model (<i>Paramics</i>) for use on this project. The Project Sponsor does not believe that a new origin and destination study is required.
G-17.10	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Commuter Rail (CRT)	The EIS must determine the cost/benefit of each transit option – e.g., it's not clear that the assumption that GCT would be the final destination if CRT option were built is valid.	Ridership estimates and costs are two of several crucial variables in the evaluation of the various alternatives and options presented in the <i>Transit Mode Selection Report (May 2009)</i> . They will figure prominently in the cost-benefit analyses in the DEIS.
G-17.11	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transit	The EIS must evaluate the pattern of commuter return trips from work to home – if return by transit isn't at a convenient time, some may continue to drive.	Transit ridership forecasts developed in the <i>Transit Mode Selection Report (May 2009)</i> using computer modeling reflect the nature of the various transit markets studied (e.g., trips to White Plains, NYC, and other locations in the region). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations. Patterns of commuter return trips from work to home, as well as other data relevant to optimal transit scheduling, would naturally figure in such refinements. Moreover, Transportation Demand Management/ Transportation Systems Management (TDM/TSM) measures, considered in the <i>Alternatives Analysis Report (January 2006)</i> and to be further evaluated in the DEIS, are by design dynamic and tunable -- sensitive to and able to respond to changes in demand over time – and are in principle adaptable to any transit mode.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-17.12	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Commuter Rail (CRT)	The EIS must fully evaluate the Port Jervis/New Jersey Transit CRT into Manhattan, as that would divert Tappan Zee Bridge corridor traffic, making a CRT Suffern-to-Hudson Line option unnecessary.	The project team has acknowledged the NJTransit ARC project as an approved project and has included it in the forecasts. The fact that NJTransit is advancing the project in no way negates the legitimacy of the alternatives under consideration. The impacts and effect of the ARC project are presented in the <i>Transit Mode Selection Report (May 2009)</i> and will be included in the DEIS.
G-17.13	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transit	Describes ten public transportation alternatives –“The New Jersey Alternatives”-- which collectively facilitate travel into Manhattan from Suffern eastward and which avoid the corridor and travel over the Tappan Zee Bridge. All of these proposed alternatives involve extensions of existing CRT, BRT, and other services. The EIS “must evaluate” these alternatives. See Appendix for complete comment.	A sufficient number of alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report (May 2009)</i> . Refinement of these alternatives and options will be evaluated in the DEIS consistent with the mode recommendations. With respect to the ten alternatives suggested, the ARC project is included as part of the project study analysis. Improvements on the Port Jervis Line, extension of ARC service to Grand Central Terminal, and other projects suggested are outside the scope of this project. The analysis process being followed for this project is in accordance with accepted practices for transportation planning in the region, that is, the project is using the required model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is NYMTC. In addition, other programmed projects that are in the Transportation Improvement Program (TIP) are considered in the analysis.
G-17.14	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	The impact of the proposed congestion pricing regarding auto use in Manhattan on commuter travel patterns into NYC must be evaluated.	The project would take into consideration any significant congestion pricing plan put into effect in Manhattan or anywhere else within the 28 county zones. However, the proposed plan was not approved, and we are not aware of any other pending proposals. Therefore, the forecasts will not consider any such tolling structure.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-17.15	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Regional Planning	The EIS must revisit the efficacy of the Tappan Zee Bridge CRT option from Suffern to GCT in light of the Port Jervis/New Jersey Transit – ARC projects, the existing Hudson Line service from GCT to Beacon, the shuttle bus service from Beacon to Stewart Airport and from the Port Jervis /New Jersey Line to Stewart, the new I-84 interchange into the airport terminal, and available regional express bus service via the adjacent I-87 Thruway.	The analytic process being followed for this project is in accordance with accepted practices for transportation planning in the region, that is, the project is using the required model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is NYMTC. In addition, other programmed projects that are in the Transportation Improvement Program (TIP) are considered in the analysis. Thus, for example, the ARC project is being included in the transportation demand modeling for the project. With respect to a potential connection to Stewart Airport, that project has independent utility from this project, and has not progressed beyond the initial phase of the project.
G-17.16	Sierra Club Ramapo/Catskill Group Walden, NY Jürgen Wekerle Conservation Chair	Bus Rapid Transit (BRT)	Evaluate a cross-corridor BRT system that connects the five main North-South rail lines across the corridor.	The BRT services considered in Options 3A, 3B, and 4D as presented in the <i>Transit Mode Selection Report (May 2009)</i> could potentially provide connection to the Port Jervis, Pascack Valley, Hudson, Harlem and New Haven rail lines. The service plans identified for Option 4D will be refined in the DEIS and finalized in the future Tier 2 Transit Environmental Process.
G-18.01	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Bridge Rehabilitation	The Structural Defects section does not answer the following questions: Are the structural defects in the foundation at the western edge of the existing bridge resolved? Is the upgrade of the existing bridge sound? What is the life expectancy of a rehabilitated bridge? If answers to these questions are reassuring, then favors bridge rehabilitation (option 4) that includes a new dual-level parallel structure. But if the existing bridge's lifespan is not comparable to that of a new bridge then favors replacement bridge option 3.	An exhaustive study has been conducted comparing rehabilitation and replacement options for the Tappan Zee Bridge. The study addresses structural conditions, the work that would have to be done to rehabilitate the bridge, life expectancy of the structure, and many other issues. This information can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge (March 2009)</i> . The rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. The final bridge configuration will be determined in later stages of the project development process.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-18.02	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Hudson River	Concerned with impacts on river ecology due to the construction of a new bridge and the removal or rehabilitation of the existing bridge. Please address what can be done to minimize impact on the Hudson River.	The DEIS will include analysis of potential water quality and ecological impacts for the Hudson River and the corridor. A year-long Hudson River sampling program has been completed, which included collection of data on fish, benthic invertebrates, submerged aquatic vegetation (SAV), sediment chemistry, and other parameters. Computer modeling will be done to calculate the potential for sediment resuspension and its effects on water quality and habitat. The DEIS will evaluate measures to be taken during construction to mitigate impacts to the river ecology.
G-18.03	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Park-and-Ride Facilities	Finds “no mention of parking” in the document. Parking needs should be incorporated into the study and coordinated with local municipalities.	Traffic and parking issues associated with transit improvements will be evaluated in the DEIS and future Tier 2 Transit Environmental Process.
G-18.04	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Regional Planning	The evaluation of transit alternatives needs to be extended beyond the 30-mile corridor. Other rail lines to Manhattan exist and other transit initiatives are in preparation by New Jersey Transit (e.g. ARC with service to the West Side via a new tunnel to Penn Station).	The transportation demand modeling for this project uses the New York Metropolitan Transportation Committee (NYMTC) Best Practice Model (BPM). This model includes the 28-county area in and around New York City. The existing traffic and transit network in the model is extensive and includes all rail lines to Manhattan. In all of our modeling forecast scenarios, the model includes the ARC project as well as other projects in the Transportation Improvement Program (TIP) for the region.
G-18.05	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Commuter Rail (CRT)	In view of the existing transit alternatives and the New Jersey Transit initiatives, can divided ridership justify the enormous cost of a one-seat ride from Suffern to GCT?	The project team has acknowledged the NJTransit ARC project as an approved project and has included it in the forecasts. The fact that NJTransit is advancing the project in no way negates the legitimacy of the alternatives under consideration. The impacts and effect of the ARC project are presented in the <i>Transit Mode Selection Report (May 2009)</i> and will be included in the DEIS.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-18.06	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Air and Noise	Improving air quality through better public transit modes should be addressed. A main concern of theirs is reducing CO2 emissions to improve air quality and help reduce the effects of global warming.	Air quality analyses that included estimates of greenhouse gases were presented in the <i>Transit Mode Selection Report (May 2009)</i> as part of the environmental assessment of transit modes and will be conducted in the DEIS for all project alternatives. The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Mitigation measures will be developed, where necessary.
G-18.07	Sierra Club Lower Hudson Group West Harrison, NY Julius Shultz	Commuter Rail (CRT)	Because its principal objective is to reduce single-occupancy vehicular traffic by providing convenient and time-saving public transit, the group favors a one-seat CRT ride from Suffern to GCT (but only if cost can be justified by ridership) and a one-seat BRT to Port Chester.	The <i>Transit Mode Selection Report (May 2009)</i> includes a variety of alternatives and options that was used to make the recommendation regarding the transit modes to be addressed in the DEIS.
G-19.01	Spring Valley Concerned Citizens Coalition Steven White Vice-Chair	Environmental Impacts (General)	The differential environmental impacts of the various alternatives on residents of Spring Valley need to be evaluated. Some proposed corridor improvements would have a positive effect on the community by ameliorating existing environmental problems, and this should be taken into consideration in evaluating alternatives.	The DEIS will include an analysis of environmental impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-19.02	Spring Valley Concerned Citizens Coalition Steven White Vice-Chair	Air and Noise	Thousands of residents of Spring Valley are subjected to excessive noise and air pollution from the Woodbine train depot on a nightly basis. Diesel engines are frequently kept running all night in Rockland County's most densely populated area. This is a serious health hazard.	The Woodbine Yard and its operation is beyond the scope and the purview of the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-19.03	Spring Valley Concerned Citizens Coalition Steven White Vice-Chair	Environmental Justice	The Woodbine Depot is a major source of toxic pollution in the heart of a densely populated minority community (62% non-white). This violates the principle of Environmental Justice. Would like the Woodbine Depot closed and relocated somewhere past Suffern, away from densely populated areas.	The Woodbine Yard and its operation is beyond the scope and the purview of the DEIS.
G-20.01	Tappan Zee Preservation Coalition S. Hazard Gillespie President	Bridge Rehabilitation	Repair and preserve existing Tappan Zee Bridge at the expense of the NYS Thruway Authority and not taxpayers, in part by tolls from the 135,000 vehicles using the bridge every day. "...in fact, this is actually being done today because the Thruway Authority, as required by law, is rebuilding four lanes of the road way from South Nyack to the superstructure (at a contract price of \$148,000,000)..."	Rehabilitation of the bridge was considered, analyzed and results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
G-20.02	Tappan Zee Preservation Coalition S. Hazard Gillespie President	Process (General)	Postpone for at least one year the announcement by the Governor's Transportation Commission now scheduled for May 2008 of the segmenting of the bridge structuring (rebuild or replace) from the transit mode (commuter rail or high-speed bus).	An announcement was made concerning the preferred transit mode and the replacement of the Tappan Zee Bridge in September 2008. Subsequent to the announcement Public Information Meetings were held in October 2008 providing further opportunities to comment on the recommendations.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.01	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Bridge Rehabilitation	Disagrees with the Thruway Authority and NYSDOT that a new, wider bridge or changes in the existing bridge that increase its capacity to handle traffic are needed.	Traffic congestion in the corridor is unfortunately a reality, and reducing such congestion – both by eliminating the existing lane imbalance and by providing for efficient mass transit in order to give commuters an option to driving, thereby reducing overall vehicle miles traveled (VMT) – are key goals of the project. The purpose of the proposed changes is to improve mobility. We must look to and plan for the future, and it is clear that doing nothing is not an option. It is for this reason that an study has been conducted comparing rehabilitation and replacement options for the Tappan Zee Bridge. The study addresses structural conditions, the work that would have to be done to rehabilitate the bridge, life expectancy of the structure, and many other issues. This information can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
G-21.02	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Public Involvement	Despite numerous meetings ostensibly held to solicit public input, not much has changed. State agencies listened to, but did not hear, our concerns. Stakeholder and task force committees only give the appearance of public inclusion.	Public involvement has been and remains a component of the environmental process, and an extensive public outreach program has been implemented by the project that includes monthly technical meetings with Stakeholders' Advisory Working Groups (SAWGs) on a variety of topics as well as briefings given to elected officials, IMPO, Task Force, local communities and a variety of public interest & advocacy groups. Project team members have had meetings with all the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS. Study documents are available on the project website www.tzbsite.com .

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.03	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Environmental Impacts (General)	The bridge proposals would increase the volume of cars and trucks through an already overburdened and congested area and will only serve to facilitate sprawl, increase noise and air pollution and seriously degrade the beauty and historic significance of the area.	The DEIS will include analysis of the environmental impacts resulting from the construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-21.04	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Tiering	The Thruway Authority and NYSDOT are being disingenuous. The public has been subjected to a relentless campaign of pro-build publicity and disinformation (the bridge is structurally unsound; the bridge was designed to last only 50 years; marine borers are destroying the pilings) to serve an agenda set by developers. Questions the legality of segmenting this project into bridge construction and transportation.	The tiered approach is designed to, among other things, specifically avoid segmentation. Rather, a tiered approach helps us to focus on the issues which are ripe for decision and to exclude from consideration issues already decided or not yet ripe. The tiered approach being pursued meets the three conditions provided under 23 CFR 771.111(f) to determine the scope of actions evaluated in an EIS: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvement in the area are made; (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. SEQRA regulations define segmentation as the division of the environmental review of an action so that various activities or stages are addressed as though they were independent, unrelated activities needing individual determinations of significance. As the Tier 1 transit and Tier 2 bridge and highway analysis are being developed jointly, they are clearly not being advanced as separate unrelated actions.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.05	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Tiering	The project appears to be only one piece of a larger redevelopment plan with unrelated elements. Segmenting this larger process may also be illegal.	The tiered approach is designed to, among other things, specifically avoid segmentation. Rather, a tiered approach helps us to focus on the issues which are ripe for decision and to exclude from consideration issues already decided or not yet ripe. The tiered approach being pursued meets the three conditions provided under 23 CFR 771.111(f) to determine the scope of actions evaluated in an EIS: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvement in the area are made; (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. SEQRA regulations define segmentation as the division of the environmental review of an action so that various activities or stages are addressed as though they were independent, unrelated activities needing individual determinations of significance. As the Tier 1 transit and Tier 2 bridge and highway analysis are being developed jointly, they are clearly not being advanced as separate unrelated actions.
G-21.06	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Cost / Financing	The projected cost of \$25 billion could be overrun by 200%. The associated costs are not specified -- What is the cost of dismantling the old bridge? If CRT is chosen, what is the cost of building the necessary tunnels to traverse irregular terrain? The cost of CRT is prohibitive.	Construction cost estimates are comprehensive and will be broken out to explain the costs of highway, bridge and transit components. These costs will be presented in the <i>Transit Mode Selection Report (May 2009)</i> and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge Report (March 2009)</i> and summarized and updated in the <i>Scoping Summary Report (May 2009)</i> .

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.07	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Cost / Financing	Where will the money come from? The federal government is unlikely to help in this economy. County Executives can veto the NYMTC if they decide the project is not in the best interests of the counties. A public referendum would be required for bonds.	Financing for the project has yet to be secured and a comprehensive, concurrent study is underway to address that reality. The project is advancing in a manner intended to ensure the maximum funding participation by the Federal Highway and Federal Transit Administrations, but finance options to be considered will include all traditional and some innovative financing methods. Details regarding the means of finance of the project are currently under development, and will be detailed in the DEIS. Phase 1 of the finance study was released concurrently with the preliminary recommendations for transit mode and bridge treatment in September 2008. However, Phase 1 does not include specific finance scenarios. Those potential solutions will be formulated in the subsequent phases of the finance study, concurrent with the advancement of the DEIS.
G-21.08	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Other River Crossing Locations	Why has the option of building a bridge north of Rockland County, where future growth is projected to occur, not been considered?	Alternate river crossing locations were considered and eliminated from further consideration due to potentially substantial impacts and enormous cost – impacts and costs far greater than those of any alternative that uses the current Tappan Zee Bridge crossing location. This is documented in the <i>Alternatives Analysis Report</i> (January 2006) and the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.09	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Regional Planning	There is no mention in the planning of the three rail lines traversing Rockland County, all of which provide direct access to Penn Station. Why is the impact of Stewart Airport, for which the Port Authority is committed to spending millions, not included in the planning? Where is the discussion of regional planning?	The analytic process being followed for this project is in accordance with accepted practices for transportation planning in the region, that is, the project is using the required model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is the NYMTC. In addition, other programmed projects that are in the Transportation Improvement Program (TIP) are considered in the analysis. Thus, for example, the ARC project is being included in the transportation demand modeling for the project. All commuter rail lines in the region have been accounted for in the transit analysis. Stewart Airport is included as well, but we cannot project growth at this time because that master plan and associated improvements are not yet decided. We will evaluate potential Stewart Airport growth qualitatively, in the DEIS.
G-21.10	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Bus Rapid Transit (BRT)	BRT may be the only workable option. Implementing CRT is cost-prohibitive and does not suit the (low) density in this region.	The recommended transit options were based on the results of comparative analyses of the alternatives presented in the <i>Transit Mode Selection Report (May 2009)</i> . Ridership estimates and costs are two of several crucial variables in the evaluation of the various alternatives and options presented. All of the pertinent factors as enumerated in the <i>Transit Mode Selection Report (May 2009)</i> will be considered in the DEIS.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-21.11	Tappan Zee Preservation Coalition Elyse Knight Honorary Secretary	Public Involvement	Feels that the project is the result of entrenched special interests. Implores Michael Anderson to include her concerns and all voices in the process.	The team acknowledges responsibility and its commitment to inform the public. The public involvement process for this project has been a full and open process from the original Scoping Meetings in 2003 to the Scoping Update Meetings in February 2008 to the Public Information Meetings October 2008 on the recommendations with respect to transit mode and bridge rehabilitation and replacement. This process has also included other outreach efforts including public information meetings, SAWG meetings, and a project website.
G-22.01	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Process (General)	Throughout the evolution of the project, the Tri-State Transportation Campaign has had three major concerns: that all transit modes are evaluated comprehensively and fairly; that the project will 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 original Tappan Zee Bridge.	Transit alternatives are a major focus of this project. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report (May 2009)</i> . Public involvement has been and remains a component of the environmental process. NYSDOT is providing funds for training expertise to be available to assist local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-22.02	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Bus Rapid Transit (BRT)	Favors full-corridor BRT options. Had advocated the reconsideration of the full-corridor BRT/Rockland-Manhattan CRT option because it has the highest projected ridership of any alternative.	Comment noted.
G-22.03	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	The scoping document refers only to HOV and not HOT lanes. Consider HOT lanes and not just HOV lanes – they would provide a revenue stream for operations and maintenance, ensure a congestion-free choice for drivers, and, unlike HOV lanes, avoid public pressure to convert to general-purpose lanes – this is particularly crucial for transit buses.	HOV/HOT Lanes have been factored into the forecast models as explained in the <i>Transit Mode Selection Report (May 2009)</i> and will be evaluated in the DEIS.

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-22.04	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Tiering	Concerned that tiering may result in years of delay or in not implementing transit in the corridor.	It is the agencies view that tiering the transit component of the project actually ensures implementation of the transit system in the most expeditious manner. The project team is dedicated to the multi-modal solution and will do all we can to move the process to fruition.
G-22.05	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Cost / Financing	The cost of building a transit system may put the project at risk given New York's fiscal realities.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS. In November 2009, Comptroller DiNapoli said the Tappan Zee Bridge/I-287 Corridor Project was essential, and that funding must be found to bring it to fruition.
G-22.06	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Cost / Financing	The State Comptroller has on several recent occasions expressed doubt that the state can afford the Tappan Zee Bridge/I-287 Corridor project.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS. All sources of funding will be considered.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-22.07	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Public Involvement	The project team must continue to accept its responsibility to inform the public. For example, indicate when updated ridership and cost estimates will be released, and release with enough time before transit mode selection, so public can comment.	The team acknowledges responsibility and its commitment to inform the public. The public involvement process for this project has been a full and open process from the original Scoping Meetings in 2003 to the Scoping Update Meetings in February 2008 to the Public Information Meetings October 2008 on the recommendations with respect to transit mode and bridge rehabilitation and replacement. This process has also included other outreach efforts including public information meetings, SAWG meetings, and a project website. With respect to ridership and cost estimates, that information was released as part of the draft <i>Transit Mode Selection Report</i> (September 2008) and the public comment period was extended until December 1, 2008.
G-22.08	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Process (General)	The project team should explain in detail how comments from SAWGs will be incorporated. SAWG members have devoted considerable time to attending meetings and providing input, and need to know that their contributions are of value to the project.	Stakeholder Advisory Working Groups (SAWG) are an integral part of the project development process. All comments received during the working group meetings are integrated into the project development, summarized, answered, and posted to the project website, www.tzbsite.com . A summary of the SAWG participation will be included in the DEIS.
G-22.09	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Transit Oriented Development (TOD)	The project goals should include assisting localities in planning development centered around the new transit system. Modify the Purpose and Need statement to include this goal.	Consistent with the New York State Smart Growth Program, the NYSDOT has contracted with experts to provide training to local communities in the planning for transit-oriented development (TOD). The 30-mile Tappan Zee Bridge/I-287 Corridor, from Suffern to Port Chester, and the communities in this corridor have been chosen as a pilot for this TOD training. NYSDOT will reach out to locally elected municipal officials and other policy and decision makers, community members, community service and business organizations, key property owners and developers as well as community

February 2008 Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
				planning and zoning officials (county and local) to take part in this training, which also is designed to help communicate the opportunities and benefits of TOD to the general public.
G-22.10	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Purpose and Need	Proposes changes and additions to Goals and Objectives and Purpose and Need sections of the Scoping Update Packet, as well as to Appendix A. Specifics of the discussions of Land use planning, TOD, and transit are the principal concerns here.	The goals and objectives have been refined in the <i>Scoping Summary Report</i> (May 2009) to reflect that assisting localities in planning development centered on new transit will be a project goal.
G-22.11	Tri-State Transportation Campaign Kate Slevin Steven Higashide	Regional Planning	The project will have a larger, more far-reaching impact on Hudson Valley than any other transportation project under study. The state has an opportunity here to remedy some of the Tappan Zee Bridge's destructive legacies, including sprawl, automobile dependence, congestion, and pollution.	The agencies agree that land use and transportation planning are inextricably linked and recognize that transportation decisions may have long-term impacts on the corridor. The analysis process being followed for this project is in accordance with accepted practices for transportation planning in the region, that is, the project is using the required model (BPM) and population and employment forecasts prepared by the Metropolitan Planning Organization (MPO), which is the New York Metropolitan Transportation Council (NYMTC).
G-23.01	Westchester Land Trust; Westchester League of Conservation Voters; Teatown Lake Reservation Linda Viertel Chair, Tarrytown Waterfront Advisory Council	Tiering	Concerned about tiering; wants public transportation to be a pre-condition to any final option or alternative being considered for improving mobility along the I287 corridor.	Tiering as an environmental process option in accordance with NEPA and SEQRA has been utilized for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.

February 2008 Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-23.02	Westchester Land Trust; Westchester League of Conservation Voters; Teatown Lake Reservation Linda Viertel Chair, Tarrytown Waterfront Advisory Council	Air and Noise	Corridor air and noise pollution are already bad, and will only increase should a new bridge be built.	The DEIS will include an analysis of potential air quality and noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
G-23.03	Westchester Land Trust; Westchester League of Conservation Voters; Teatown Lake Reservation Linda Viertel Chair, Tarrytown Waterfront Advisory Council	Community Impacts	A new bridge will damage the quality of life in this part of Tarrytown, not only during construction “but forever afterwards”.	The environmental impacts of construction and operating either a rehabilitated or a replacement bridge will be evaluated in the DEIS.
G-23.04	Westchester Land Trust; Westchester League of Conservation Voters; Teatown Lake Reservation Linda Viertel Chair, Tarrytown Waterfront Advisory Council	Mitigation	To mitigate the impacts of the project on village life, DOT should plan environmental mitigation in Tarrytown to include a pedestrian bridge over the Thruway, restoring the link between the northern and southern portions of the Old Croton Aqueduct that was severed when the Thruway was built, and another pedestrian bridge over Route 119.	Mitigation measures will be considered in the DEIS for all environmental disciplines, including traffic and pedestrian access.
G-23.05	Westchester Land Trust; Westchester League of Conservation Voters; Teatown Lake Reservation Linda Viertel Chair, Tarrytown Waterfront Advisory Council	Public Involvement	Appreciates the time and public outreach devoted to the scoping process and looks forward to reading the final document.	Comment noted.

Table 4-5
 2008 Comments – Public

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-001-01	Ackerson, Ann Suffern, NY	Light Rail (LRT)	Would like light rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-002.01	Ackerson, Richard Suffern, NY	Light Rail (LRT)	Proposes train to Rockland County. Advocates light rail such as the one in New Jersey.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-002.02	Ackerson, Richard Suffern, NY	Bridge Replacement	Advocates a new or rehabilitated bridge.	Comment noted
P-003.01	Adams, J. Donald Tarrytown, NY	Cost / Financing	Rail is too expensive.	Comment noted.
P-003.02	Adams, J. Donald Tarrytown, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	A bike/ pedestrian path will not be used by many.	Comment noted.
P-003.03	Adams, J. Donald Tarrytown, NY	Traffic / Highway	Expand I-287 to 4 lanes now in Rockland County to alleviate traffic.	One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. As discussed in the <i>Transit Mode Selection Report</i> (May 2009) and reflected in the Purpose and Need for the project, mobility cannot be improved by only increasing the number of lanes on the highway. Transit must be part of the solution.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-004.01	Alpert, Steven	Commuter Rail (CRT)	Would like a connection to the Harlem Line for Alternative 4A.	Direct connection to Harlem Line was considered and eliminated due to the excessive environmental impacts and the limits on available track capacity. Alternative 4A, described in the <i>Transit Mode Selection Report (May 2009)</i> , considers a transfer to the Harlem Line. Alternative 4A, the full corridor commuter rail across Westchester County was considered but not recommended for further consideration. However, extension of Commuter Rail in the future will not be precluded by this project.
P-004.02	Alpert, Steven	Cost / Financing	Would like to try to get federal money to pay for the bridge since toll prices are too high.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS. Federal funding will be part of the overall funding solution.
P-004.03	Alpert, Steven	Bridge Replacement	Many more lanes are needed on the bridge.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge (March 2009)</i> , all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes.
P-005.01	Alpert, Steven P. Suffern, NY	Commuter Rail (CRT)	Favors full-corridor CRT that connects with each of the north-south Metro-North lines. An east-west train across the corridor suburbs is more necessary than a train to Manhattan.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-005.02	Alpert, Steven P. Suffern, NY	Cost / Financing	Find creative ways to finance the project that do not rely on steep toll increases.	Financing for the project has yet to be secured and a comprehensive, concurrent study is underway to address that reality. Finance options to be considered will include traditional as well as innovative financing methods. A finance study is currently under way. The Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-005.03	Alpert, Steven P. Suffern, NY	Bridge Replacement	The bridge needs at least 12 lanes.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes and accommodation for CRT, bikes and pedestrians.
P-005.04	Alpert, Steven P. Suffern, NY	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Concerned that tolls revenue will be used for other unrelated things instead of paying the bond for this project.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-006.01	Aulicino, Frank Tuckahoe, NY	Other River Crossing Locations	Build a new bridge south in Yonkers at Ashburton Avenue to connect with I-87 using tunnels under Ashburton Avenue to Saw Mill River Road with access to the Cross County Parkway.	Alternate river crossing locations were considered and eliminated from further consideration because they did not meet the project's transportation objectives and due to their substantial environmental impacts. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-007.01	Barry, Glen Somers, NY	Bridge Replacement	Suggests two separate new bridges for motor vehicles. Rehabilitate the current bridge, for light rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report (May 2009)</i> for comparison to the other transit modes. Bridge replacement options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Final bridge configuration will be determined in later stages of the project development process.
P-008.01	Barry, Glen Somers, NY	Light Rail (LRT)	Rehabilitate the existing bridge to accommodate light rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report (May 2009)</i> for comparison to the other transit modes and eliminated.
P-008.02	Barry, Glen Somers, NY	Bridge Replacement	Proposes two new separate bridges for general traffic in each direction.	This concept is generally represented by all replacement options and was considered, analyzed and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-009.01	Barschall, Anne Tarrytown, NY	Commuter Rail (CRT)	The 91-page document is too large. Wants a train and pedestrian walkway.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-010.01	Bartolacci, Ralph Upper Nyack, NY	Traffic / Highway	Focus should be placed on improving access to the Thruway and egress from the Thruway in Nyack.	Egress and access improvements to I-287 at Exit 10 and Exit 11 will be studied and evaluated as part of the DEIS process.
P-011.01	BBXSB@cs.com	Commuter Rail (CRT)	Consider a high-speed elevated (Mono)rail (high speed +/- 200 mph and elevated for safety) connecting Stewart Airport with NYC through White Plains.	Connection to Stewart Airport is outside project study area limits. DEIS will analyze project connections to other rail lines. Monorail/Light Rail systems were evaluated in earlier screening activities and dropped from further consideration.
P-011.02	BBXSB@cs.com	Bridge Replacement	Also favors a new bridge with a Rockland rail link to Metro-North.	This concept is generally represented by Rehabilitation Options 3 and 4 as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-012.01	Bedell, David Sleepy Hollow, NY	Tiering	The tiered planning system is not adequate for public comments.	The impression that tiering reduces participation in the development of the detailed design is unfounded. The tiering process affords two opportunities to participate in the process and /or challenge decisions. This enhancement of public participation was one of the reasons that SAFETEA-LU Section 6002 and tiering were implemented. The Record of Decision affirms only the selected modes, general alignment and termini and tie in locations and can be challenged within the 180 day period. Decisions on critical criteria such as station locations, access and egress, integration into communities, operations, development opportunities and impacts, etc., will be fully investigated and vetted with the affected communities, cooperating and participating agencies, and the public, in accordance with all applicable process requirements, during the future Tier 2 Transit Environmental Process. In the event federal permits are required and issued, the statute of limitations would apply to that action as well, affording numerous opportunities for a challenge throughout the tiering process.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-012.02	Bedell, David. Sleepy Hollow, NY	Bridge Rehabilitation	Favors Alternative 2.	Alternative 2 as described in the <i>Alternatives Analysis Report</i> (January 2006), (with added bike and pedestrian accommodations) was analyzed and the results documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-013.01	Berger, James Pearl River, NY	Bridge Rehabilitation	Supports bridge rehabilitation Option 3 but include the road modifications as given in Alternative 3, for Rockland County only.	Alternative 3 has been analyzed and those results are documented in the <i>Transit Mode Selection Report</i> (May 2009). Rehabilitation Option 3 was analyzed and the results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-013.02	Berger, James Pearl River, NY	Bus Rapid Transit (BRT)	Does not like BRT.	Comment noted.
P-014.01	Bernhart, Peter	Process (General)	The project is taking too long, with too many delays with implications for cost, environmental impacts, lawsuits, etc.	The project team is committed to satisfying all state and federal requirements to successfully implement this large, complex project in the most expeditious manner. The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-015.01	Bibbo, Matt Nanuet, NY	Bridge Replacement	Supports a new bridge with mass transit.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge, CRT from Suffern to the Hudson Line, and cross corridor BRT.
P-016.01	Blauvelt, Paul Phinney Rockland County	Commuter Rail (CRT)	Favors rail if a new bridge is built.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-017.01	Blazer, Art	Commuter Rail (CRT)	Favors railroad.	Comment noted.
P-018.01	Bodin	Bus Rapid Transit (BRT)	Provide bus lanes on the outside lanes with a bus station under the toll plaza that has a vertical connection (escalator and elevator) to the Hudson Line.	The alignment of the Bus Rapid Transit system, including the option of a vertical connection under the Toll Plaza, has been considered and dismissed in the earlier screening stages.
P-019.01	Bodin, Murray	Bus Rapid Transit (BRT)	Electronic devices (the same as are used for congestion pricing) could be used to keep bus lanes free from traffic. Bus lanes should be on the outside lanes so that local buses can use them. Suggests a bus station under the Tappan Zee toll plaza, connected by elevator and escalator to a Metro-North rail station (could be built now without rebuilding the bridge).	The operational components of the system will employ state of the art electronics and tolling technology which will be developed in the final design phase of the project. The potential for a new CRT station with vertical transfers beneath the bridge toll plaza were considered and dismissed in earlier screening stages.
P-019.02	Bodin, Murray	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Congestion pricing in NYC may change bridge traffic.	At this time congestion pricing has not been implemented in NYC and therefore is not included in the regional transportation model used in our study.
P-020.01	Boniface, Vincent Valley Cottage, NY	Bridge Replacement	Supports a new bridge with 8 lanes.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) concludes that only replacement options will be considered in the DEIS. All replacement options considered in the report reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes and accommodation for CRT, bikes and pedestrians.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-021.01	Bouton, Carmen	Commuter Rail (CRT)	Favors Alternative 4.	Comment noted.
P-022.01	Boyden, Frances New City, NY	Commuter Rail (CRT)	Favors Alternative 4D.	Comment noted.
P-023.01	Brady-Amoon, Peggy Nyack, NY	Construction Impacts	Concerned with construction impacts, traffic and pollution in the Nyack area.	Mitigation measures will be considered in the DEIS for all environmental disciplines that construction impacts.
P-023.02	Brady-Amoon, Peggy Nyack, NY	Traffic / Highway	Advocates a study to consider other routes and methods of transportation to divert traffic from Nyack and Tarrytown.	This is not within the scope of this project.
P-024.01	Brothman, Bernard Morris Plains, NJ	Commuter Rail (CRT)	Favors rail on either a rehabilitated or new bridge.	Comment noted.
P-025.01	Brown, Richard Spring Valley, NY	Bridge Replacement	Supports a new bridge. Consider implementing a single-fare system when people need to transfer to other modes.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT. Implementation of the transit system, including fares, will be considered further in the project development process.
P-026.01	Brusgard, Andrew Union, NJ	Tunnel	Replace the bridge with at least three tunnels; tunneling will preserve homes, communities, businesses and the river.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-027.01	Bryson, Glyn Congers, NY	Light Rail (LRT)	Votes for Alternative 4B, as it will provide Rockland County residents with a one-seat ride option to NYC. Also would like a train across the Hudson River to White Plains and Westchester County.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-028.01	Bulla, Michelle Nyack, NY	Visual Impacts	We could cover the approaches to the Tappan Zee Bridge in Rockland County with a park.	Comment noted.
P-028.02	Bulla, Michelle Nyack, NY	Tunnel	Why isn't anyone asking about a tunnel option from below the Palisades Center to a destination in Westchester County anymore?	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-029.01	Burczyk, Alan	Bridge Replacement	Favors a new 2-level bridge with mass transit, or a new one near the old bridge, with mass transit.	This concept is represented by Replacement Option 3 as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that both single and dual level bridges will be evaluated in the DEIS.
P-030.01	Campa, Mario	Tunnel	Would like an underground tunnel.	Comment noted.
P-031.01	Campbell, David M., P.E. Suffern, NY	Bridge Replacement	Supports a new bridge with provisions for mass transit.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge, CRT from Suffern to the Hudson Line, and cross corridor BRT.
P-032.01	Castagna, James Orangetown, NY	Park-and-Ride Facilities	Planning for park-and-ride facilities for buses is needed.	Park-and-ride facilities will be evaluated and analyzed in the DEIS. This evaluation will include input and coordination with affected communities throughout the corridor. The future Tier 2 Transit Environmental Process will analyze potential transit centers and stations and park-and-ride improvements in detail.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-032.02	Castagna, James Orangetown, NY	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Concerned about congestion pricing.	Comment noted.
P-033.01	Catton, Clifford Kingston, NY	Bridge Rehabilitation	Favors building a new tunnel/bridge near Tarrytown connected to the state park on the west side of the Hudson River. Retain the existing bridge for pedestrians only.	A combination bridge/tunnel option was considered and eliminated. This is documented in the <i>Alternatives Analysis Report</i> (January 2006) and in the <i>Alternatives Analysis for Hudson River Highway Crossing</i> (July 2007).
P-034.01	Ceccarelli, Gene Port Chester, NY	Light Rail (LRT)	Favors a tram system added to the current Tappan Zee Bridge and/or a future bridge. The train should have car and bike parking areas on both sides of the bridge.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-034.02	Ceccarelli, Gene Port Chester, NY	Bridge Replacement	Would also like dedicated lanes for ecofriendly vehicles if a new bridge is constructed, and a bike path to connect with newly constructed paths throughout Rockland and Westchester Counties.	BRT/HOV/HOT lanes or busway will be considered as part of new bridge options that also include pedestrian and bike lanes.
P-035.01	Ceci, Vincent	Commuter Rail (CRT)	Advocates direct rail to NYC and connecting to the Westchester line.	Comment noted.
P-035.02	Ceci, Vincent	Bridge Replacement	Favors a new bridge.	Comment noted.
P-036.01	Cepler, Jamie	Commuter Rail (CRT)	Why not use the entire old Railroad existing ROW to connect to the Spring Valley station, then branch west from there instead of shifting onto land near the Thruway?	Transit alignments for LRT and BRT with a connection to the Spring Valley Pascack Valley Line station were considered and eliminated in the <i>Alternatives Analysis Report</i> (January 2006).

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-037.01	Cerrone, Joseph Somers, NY	Commuter Rail (CRT)	Favors full-corridor CRT on a new bridge with a connecting tunnel to Long Island.	Comment noted. A tunnel to Long Island is beyond the scope of this project.
P-037.02	Cerrone, Joseph Somers, NY	Cost / Financing	Would like federal funding to be used.	The project is advancing in a manner to ensure the maximum funding participation by the Federal Highway and Federal Transit Administrations. A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-038.01	Cesta, Thomas Yonkers, NY	Bridge Rehabilitation	Favors repairing the Tappan Zee Bridge and having BRT on the bridge.	This option is generally represented by Rehabilitation Option 2 was analyzed and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. It has been decided that the crossing will also include an accommodation for CRT in addition to BRT.
P-038.02	Cesta, Thomas Yonkers, NY	Tunnel	Favors a tunnel for cars only.	Comment noted.
P-039.01	Chalsen, Mitchell J. Tarrytown, NY	Air and Noise	Would like less noise and air pollution in the Pennybridge section of Tarrytown.	Comment noted.
P-040.01	Cherian, Philip	Bridge Replacement	Favors new bridge.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-041.01	Coddington, Nicole	Air and Noise	Would like greenhouse gases to be taken into consideration for the options. Also consider the time/speed of commute.	Greenhouse gases are taken into consideration and will be studied in the DEIS.
P-042.01	Codella, Frank M. White Plains, NY	Cost / Financing	Would like to consider private financing.	Private financing is one of a number of revenue sources which will be considered in the formulation of the overall strategy to ensure adequate funding for this project. A finance study is currently under way. Phase 1 of the finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-042.02	Codella, Frank M. White Plains, NY	Bridge Replacement	Put the trains on the lower platforms and put all the cars and trucks up on the second one.	This concept is generally represented by Replacement Option 3 as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Both dual level and single level bridge replacement options will be evaluated in the DEIS.
P-043.01	Connell, James R., Jr Haverstraw NY	Regional Planning	Consider social and economic scenarios for the next 50 years that do not represent business as usual - oil prices may rise so much as to discourage driving.	The project utilizes the officially approved NYMTC forecast.
P-044.01	Cooperman, Mark Cortlandt Manor, NY	Commuter Rail (CRT)	Supports Alternative 4A with a direct link to Metro-North rail.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-045.01	Cowherd, Joe Norwalk, CT	Commuter Rail (CRT)	Favors passenger and freight rail.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-046.01	Cuffel, Heather	Transit	Need a transit solution for downtown White Plains, but the concern is that this is problematic due to current traffic congestion in the area.	Roadway congestion was included in the criteria used to assess the impacts of the various transit modes and will be analyzed in the DEIS.
P-047.01	Cuffel, Heather White Plains, NY	Commuter Rail (CRT)	Prefers the CRT option as the best long-term solution.	Comment noted.
P-047.02	Cuffel, Heather White Plains, NY	Transit	Concerned about White Plains congestion. Consider transit in a tunnel through downtown White Plains. Adding transit to the already-congested streets is the worst option.	Traffic congestion is being taken into consideration for transit options through downtown White Plains. Traffic issues and mitigation measures will be considered in the DEIS as part of the Roadway and Traffic topics.
P-048.01	Curley, Matthew Suffern, NY	Property Acquisitions	The project must identify and inform the public of which properties are affected before any decisions are made. Concerned with review process, and the lack of information available to the public on which land areas will be used (eminent domain and environmental issues).	The public will be able to review and comment on property impacts identified in the DEIS.
P-049.01	Curley, Michael Suffern, NY	Bridge Replacement	Favors Replacement option 2. Requests careful consideration for local residents when choosing route options in the corridor.	Replacement comment noted. Minimizing impacts is an objective with any new bridge options that are being considered.
P-050.01	Dannhauser, Jamie	Bridge Rehabilitation	Prefers keeping the existing bridge.	Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-050.02	Dannhauser, Jamie	Traffic / Highway	Does not support 'climbing lanes'.	Comment noted.
P-050.03	Dannhauser, Jamie	Light Rail (LRT)	Favors Alternative 4B with trains from Rockland County to NYC.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-051.01	Davide, Lawrence D. White Plains, NY	Commuter Rail (CRT)	Favors a rail system with a transportation hub in Tarrytown and expansion of the bridge. Keep the 'reverse' commute options viable.	Comment noted.
P-052.01	D'Elia, Andy	Bridge Replacement	Favors a new bridge with rail and bus, and a bike path.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-053.01	DePaul, A.	Commuter Rail (CRT)	Favors Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-054.01	Desai, Sanjeev New City, NY	Cost / Financing	Finance the whole project with a loan for 3050 years, with interest-only payments for the construction period. Then pay off the loan from the tolls collected.	Finance options to be considered will include all traditional and some innovative financing methods. This approach is currently under consideration. A finance study is currently under way. The <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-055.01	DeVito, Michael	Light Rail (LRT)	Would like a monorail from Long Island straight across the Sound continuing along I-287 and over the Hudson River all the way into Rockland County with parking and buses to the rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the Alternatives Analysis Report (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated. Crossing the Long Island Sound is outside the project boundary limits.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-056.01	DiLemme, Carolyn	Bridge Replacement	Favors a new bridge, a tunnel, and rail.	Tunnel options were eliminated and documented in the <i>Alternative Analysis Report</i> (January 2006). As documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), only replacement bridge options will be evaluated in the DEIS. All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with bike and pedestrian accommodation, CRT from Suffern to the Hudson Line, and cross corridor BRT.
P-057.01	Dorai, Thambi, Ph.D	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Proposes that from Monday through Friday, there should be a form of obligatory mass transit with mini-buses running every 5 minutes from 6AM to 9.30AM. Allow only one lane for cars on the Tappan Zee Bridge and charge a congestion fee.	Comment noted.
P-058.01	Doucette, D.	Bridge Rehabilitation	Favors repairing the Tappan Zee Bridge.	Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-058.02	Doucette, D.	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Consider toll increases by weight for trucks.	Comment noted.
P-059.01	Durkin, Thomas W. White Plains, NY	Commuter Rail (CRT)	Favors commuter rail as offered in the rail alternatives (4A through 4D) with provisions for freight rail across the bridge.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-059.02	Durkin, Thomas W. White Plains, NY	Public Involvement	Notice for February open house arrived too late.	Public involvement has been and remains a component of the environmental process. The public meetings were advertised, and fliers were distributed along the corridors of government buildings, libraries, community organizations, and other public and business organizations. Additionally, the meetings were posted on the website, referenced in community calendars of local media, and were covered extensively in the broadcast, print, and online media. E-mail blasts were also distributed to the project mailing list. Please check the project website for future public meetings.
P-059.03	Durkin, Thomas W. White Plains, NY	Transit	Any new transit service should also serve commuters within Westchester County. BRT or LRT should not be operated by <i>Bee-Line</i> .	All Build alternatives also offer transit service within Westchester County. Transit operators will be determined as part of the transit analysis.
P-060.01	Egazarian, M., P.E.	Bridge Replacement	Supports a new bridge.	Comment noted.
P-061.01	Elliot, Faith	Community Impacts	Compensation to the River Villages and to the property owners must be included in any plan because they are most affected by pollution and noise and will receive the least benefits.	The DEIS will include an analysis of potential air quality and noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-062.01	Elliott, Faith South Nyack, NY	Property Acquisitions	Would like compensation for property owners in the immediate vicinity of the bridge, who are already living with noise and pollution effects above accepted Federal standards. The Thruway MUST purchase these nearby properties.	The DEIS will include a detailed analysis of potential air quality and noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-063.01	Elliott, Matt	Commuter Rail (CRT)	Favors Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-064.01	Feher, Michael B.	Bridge Replacement	The new bridge should have 2 parallel spans, each containing 5 to 6 traffic lanes, and a space for future rail.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-065.01	Ferlauto, Henry White Plains, NY	Commuter Rail (CRT)	Supports Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-066.01	Ferlawto, Henry	Commuter Rail (CRT)	Favors Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-067.01	Fitzmaurice, Jenny jfitz49@gmail.com	Visual Impacts	Would like a mural on the road to the existing Tappan Zee Bridge.	Comment noted.
P-068.01	Fitzpatrick, P.	Bridge Replacement	Supports a new bridge.	Comment noted.
P-069.01	Fodor, Derek	Commuter Rail (CRT)	Favors a direct rail connection from Rockland County to GCT via the bridge.	Comment noted.
P-070.01	Fondiller, Steve	Commuter Rail (CRT)	Favors Option 4D, and with light rail between Port Chester and a Tappan Zee commuter station.	Comment noted.
P-071.01	Fulmor, Katharine Nyack, NY	Public Involvement	Requests to be added to the project mailing list.	You have been added to the mailing list.
P-072.01	Garner, Greg	Tunnel	Favors a tunnel.	Comment noted.
P-073.01	Girard, Paul Suffern, NY	Bus Rapid Transit (BRT)	Favors BRT and light rail on the bridge.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-074.01	Glass, Stuart	Bridge Rehabilitation	Rehabilitate the existing bridge and add to it an additional lower-level deck for HOV, buses, and rail. Add cameras on bridge to issue tickets to bad drivers.	The existing Tappan Zee bridge was not designed to accommodate a lower deck. Bridge Rehabilitation Option 4 proposes a structure parallel to the existing one to accommodate BRT/HOV/HOT with a lower level for rail. This was analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-075.01	Goldberg, Folk A.	Process (General)	Would like to know why the Authority is taking so long on the Tappan Zee Bridge. What about Columbia University students' free study results? Where is the leadership and financial responsibility?	The project team is committed to satisfying all state and federal requirements to successfully implement this large, complex project in the most expeditious manner. The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-076.01	Goldblatt, Ron	Bridge Replacement	Favors a new bridge alongside the existing one.	Comment noted.
P-077.01	Goldstein, Arthur Larchmont, NY	Transit	Favors Option 4D. Could get plans from Rensselaer University	Comment noted.
P-078.01	Gordon, Al New City, NY	Cost / Financing	Would like federal funds to pay for the bridge.	The project is advancing in a manner to ensure the maximum funding participation by the Federal Highway and Federal Transit Administrations. A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-079.01	Grossman, Joe Montebello, NY	Commuter Rail (CRT)	Supports Alternative 4A or Option 4D. Prefers trains to buses.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-080.01	Gualtieri, Richard Staten Island, NY	Environmental Justice	The project does not address the needs of people in less-affluent areas such as the Bronx.	The Bronx is outside the immediate project study area. However, this is an area serviced by transit modes within the study area. The EIS will provide an analysis of any Hudson Line Service plan revisions.
P-080.02	Gualtieri, Richard Staten Island, NY	Public Involvement	Would like a forum to allow more speaking time for public comments.	The public is encouraged to provide comments and may do so at any public meeting, via e-mail, the project website at www.tzbsite.com , in writing at meetings, or via U.S. mail or by dropping them off at the project office.
P-081.01	Gulifield, George	Commuter Rail (CRT)	Favors a direct rail connection to GCT.	Comment noted.
P-081.02	Gulifield, George	Bridge Replacement	Favors a new bridge.	Comment noted.
P-082.01	Hamlin, Janet Nyack, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Favors a bike and pedestrian path on the bridge.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-083.01	Hanson, Ralph Dobbs Ferry, NY	Tunnel	Supports a tunnel.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-084.01	Harrington, Richard J. Nanuet, NY	Light Rail (LRT)	Favors a new bridge with light rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to other transit modes and eliminated.
P-085.01	Hartl, Marilyn	Light Rail (LRT)	Wants Light Rail or BRT that connects the three Metro-North lines at midway points, such as Tarrytown, White Plains and Mamaroneck or something on the New Haven line, or even at the Northern Points to travel between points in Westchester.	Transit alternatives are a major focus of this study. BRT, LRT, CRT and combined modes have been analyzed in detail in the <i>Transit Mode Selection Report</i> (May 2009).
P-086.01	Hausler, Jennifer Nyack, NY	Commuter Rail (CRT)	Does not support rail on the Thruway; is concerned about noise and vibration from the train for nearby residents.	Noise and Vibration impacts will be studied in the DEIS.
P-087.01	Heht, Rein	Tunnel	Favors tunnels.	Comment noted.
P-088.01	Henderson-Rogo, Gail	Commuter Rail (CRT)	Favors train over bridge for Rockland commuters.	Comment noted.
P-089.01	Hintersteiner, Robert, PE White Plains, NY	Bridge Replacement	Favors a cable-stayed bridge design. Lists issues for different types of bridges. Includes bridge drawings.	Final bridge configuration will be determined in later stages of the project development process.
P-090.01	Hoffman, Milton White Plains, NY	Commuter Rail (CRT)	Supports mass transit rail over the entire 30-mile section of I-287 from Suffern to Port Chester.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-090.02	Hoffman, Milton White Plains, NY	Bridge Replacement	Favors a new 8-lane bridge with extra lanes for breakdowns and pedestrians/bikes.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-090.03	Hoffman, Milton White Plains, NY	Regional Planning	We have to think far into the future and build a system that will last centuries. The money has to be found for the sake of public safety, the environment, and the transportation needs of a major system connecting the Northeast, West, and South.	Comment noted.
P-091.01	Hogan, Michael South Nyack, NY	Community Impacts	Will the damage done to communities be repaired? Will there be mitigation? Options to run traffic through other areas should be considered. Will the project compensate for noise and pollution? Are aesthetics addressed? Are there any plans for plazas and parks?	Mitigation measures will be considered in the DEIS for all environmental disciplines that include air, noise, and traffic issues. In addition aesthetics will also be studied as part of the visual resources topic.
P-092.01	Hopkins, Andrew New City, NY	Transit	Supports mass transit across the bridge.	Comment noted.
P-093.01	HRK78@aol.com	Commuter Rail (CRT)	Favors trains from Rockland to Westchester Counties.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-094.01	Hughes , Don	Public Involvement	The project's public communication provisions are dysfunctional: Email for the Web site is not working; the phone number doesn't allow messages to be left; and the mailed notice of the Open House was received after the last of the three meeting dates had already passed.	Public involvement has been and remains a component of the environmental process. The public meetings were advertised, and fliers were distributed along the corridors of government buildings, libraries, community organizations, and other public and business organizations. Additionally, the meetings were posted on the project website, referenced in community calendars of local media, and were covered extensively in the broadcast, print, and online media. E-mail blasts were also distributed to the project mailing list. There were no reports of the project website being down during the comment period, during which more than 300 comments were received via the Web site, Please check the project website for future public meetings.
P-095.01	Ironson, Cynthia New City, NY	Commuter Rail (CRT)	Favors trains to Westchester County and a one-seat ride to NYC.	Comment noted.
P-095.02	Ironson, Cynthia New City, NY	Bridge Replacement	Favors a new bridge.	Comment noted.
P-096.01	Irvine, Gerald Suffern, NY	Bridge Rehabilitation	Improve the lighting conditions on the current bridge.	Lighting is an element that will be considered as the design of the bridge progresses.
P-096.02	Irvine, Gerald Suffern, NY	Commuter Rail (CRT)	The project needs to consider a rail connection to Stewart Airport from Manhattan, as Stewart will become a premier international airport with growing passenger capacity.	Connection to Stewart Airport is outside project study area limits. DEIS will analyze project connections to other rail lines. Metro-North and PANYNJ are undertaking a separate study to consider future links to Stewart Airport.
P-096.03	Irvine, Gerald Suffern, NY	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Revise the current toll plaza and provide security checks and weigh-ins.	Toll plaza and security concerns will be considered in the DEIS. No scales systems are anticipated in the project.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-096.04	Irvine, Gerald	Commuter Rail (CRT)	Favors a one-seat ride from Stewart Airport to NYC with rail on the bridge.	Connection to Stewart Airport is outside project study area limits. DEIS will analyze project connections to other rail lines. Metro-North and PANYNJ are undertaking a separate study to consider future links to Stewart Airport.
P-096.05	Irvine, Gerald	Bridge Replacement	Offers opinions on rail, bridge and roadway lighting, and toll plaza design.	These decisions will be made in later phases of the project development process.
P-097.01	JohnEMulder@wmconnect.com	Bridge Replacement	The bridge should include HOV lanes and rail for Northern commuters.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-098.01	Joshi, Elizabeth B. Mahopac, NY	Bridge Rehabilitation	Supports rehabilitation of the current bridge and changing the vehicular traffic to just cars, as they did with the Pulaski Highway Bridge.	This concept would require the construction of a parallel structure for transit and trucks. This is generally represented by Rehabilitation Options 3 and 4 as identified in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-099.01	Jozwiak, William	Tunnel	Replace the bridge with three tunnels – one for LRT, and the other two one-way (WE and EW) for cars and trucks.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-099.02	Jozwiak, William	Bridge Replacement	If tunnels are not possible, then build a new bridge AND renovate the old one.	This concept is generally represented by Rehabilitation Option 3 and 4 as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concluded that rehabilitation of the Tappan Zee Bridge is not reasonable and only replacement options will be evaluated in the DEIS. The final bridge configuration will be determined in later stages of the project development process.
P-099.03	Jozwiak, William	Bridge Rehabilitation	If tunnels are not possible, then build a new bridge AND renovate the old one.	Bridge Rehabilitation Option 3 and 4 propose a supplemental structure parallel to the existing one to accommodate BRT/HOV/HOT and commuter rail. This was analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-100.01	Jsmal25@aol.com	Bus Rapid Transit (BRT)	Favors a modern full-corridor BRT with service all week long, competitive fares, real-time arrival information screens, and GPS-equipped buses to track their location.	Comment noted.
P-100.02	Jsmal25@aol.com	Commuter Rail (CRT)	For Rockland to Manhattan, travelers can best be served by improved New Jersey Transit infrastructure and a service plan on the Pascack Valley Line that is coordinated with Metro-North.	These alternatives/options have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009). Improvements to the Pascack Valley Line are outside the scope of this project.
P-100.03	Jsmal25@aol.com	Bridge Replacement	Favors mass transit with a new bridge.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-101.01	K., Jenna	Commuter Rail (CRT)	Favors a train.	Comment noted.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-102.01	Kalchbrenner, James	Bridge Rehabilitation	Could structural support of the old bridge be repaired?	It is possible that the existing the bridge can be rehabilitated but it is not reasonable to do so. Information can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-103.01	Karkoff, Liz Tarrytown, NY	Commuter Rail (CRT)	Supports full-corridor rail service.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-103.02	Karkoff, Liz Tarrytown, NY	Bridge Replacement	Advocates Bridge Replacement option 3.	Comment noted. Final bridge configuration will be determined in later stages of the project development process.
P-104.01	Kasen, Howard P. New City, NY	Bridge Replacement	Suggests a pontoon-style bridge, built elsewhere in sections and brought to the area to avoid closing down roads for construction and repairs.	These decisions will be made in later phases of the project development process.
P-105.01	Keller, Jane Marie	Bridge Replacement	Favors a new bridge.	Comment noted.
P-106.01	Kirshner, Harold New City, NY	Commuter Rail (CRT)	Favors rail on the bridge with a one-seat ride for Rockland County residents.	Comment noted.
P-107.01	Klansek, Karena	Commuter Rail (CRT)	Favors Alternative 4A and Option 4D.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-108.01	Knight, Robert Clarkstown Historian Congers, NY	Construction Impacts	Concerned with construction impact on the Nyack Rural Cemetery and the West Nyack Historic District.	Construction impacts are being evaluated as part of the DEIS and will be minimized as much as possible.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-109.01	Korn, Anna Rockland County	Commuter Rail (CRT)	Would like the West Shore Railroad line to be used.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single rail track used frequently to serve freight trains.
P-110.01	Koss, Alan R. New City, NY	Commuter Rail (CRT)	Favors rail with parking garages. Extend rail to Stewart/ Newburgh, Suffern into Orange County, and East to Stamford.	Connection to Stewart Airport is outside project study area limits. DEIS will analyze project connections to other rail lines. Metro North and PANYNJ are undertaking a separate study to consider future links to Stewart Airport. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-111.01	Koss, Randall South Nyack, NY	Commuter Rail (CRT)	Supports commuter rail service.	Comment noted.
P-111.02	Koss, Randall South Nyack, NY	Bridge Replacement	Supports a new bridge with a pedestrian/bike ramp on the new bridge.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-112.01	Kramer, Mark L. Scarsdale, NY	Light Rail (LRT)	Light Rail Transit should be chosen to interconnect to existing Metro-North lines.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-112.02	Kramer, Mark L. Scarsdale, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Preserve the bridge to be made into a park, for biking, fishing, and walking.	Although costs for demolition have been included in the evaluation of options in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), the final disposition of existing Tappan Zee Bridge will be determined in the DEIS.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-112.03	Kramer, Mark L. Scarsdale, NY	Tunnel	A tunnel would eliminate snow removal, salting, and high-wind warnings.	Comment noted.
P-113.01	Kravitz, Barbara	Commuter Rail (CRT)	Objects to a train station at Airmont because it would be disturbing to the many seniors living there.	Concern over the impacts of a potential Airmont Road CRT station is acknowledged. CRT service plan for Option 4D presented in the <i>Transit Mode Selection Report (May 2009)</i> , upon which the transit mode selection was based, did not include an Airmont Road CRT station, but did include a possible BRT station.
P-114.01	Krieger, David Ossining, NY	Commuter Rail (CRT)	Favors a bus or rail connection from Port Jervis to the Hudson Line.	Comment noted.
P-114.02	Krieger, David Ossining, NY	Light Rail (LRT)	Proposes a bus or light rail system across Westchester.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report (January 2006)</i> . It has been reexamined in the <i>Transit Mode Selection Report (May 2009)</i> for comparison to the other transit modes and eliminated. BRT is being advanced in the DEIS.
P-115.01	Kwasnicki, John Sloatsburg, NY	Land Use	Did NYSDOT consider all the new and old Town/Village Master Plans in this Tappan Zee Bridge study as to their land-use and zoning sovereignty?	All relevant current and available land use plans and zoning ordinances are being considered.
P-115.02	Kwasnicki, John Sloatsburg, NY	Public Involvement	Requests that project-related NYSDEC SEQRA documents be located in Rockland County Libraries. Questions whether all Rockland County, Village/Township Planning/Zoning Boards/ planners and members of APA/AICP were contacted about this Tappan Zee Bridge study by the NYSDOT for their review.	Extensive public outreach program has been implemented by the project that includes monthly technical meetings with SAWGs on a variety of topics, as well as briefings given to elected officials, IMPO, Task Force, local communities and a variety of public interest and advocacy groups. Documents will be made available to the public as they are developed at both outreach centers, the website, and other public places.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-116.01	Lipwak, John Rockland County	Commuter Rail (CRT)	Supports full-corridor rail service.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-116.02	Lipwak, John Rockland County	Bridge Replacement	Advocates bridge Replacement option 3.	Comment noted.
P-117.01	Lazar, David West Nyack, NY	Commuter Rail (CRT)	Favors a direct rail link from Rockland over the bridge to connect up with Metro-North directly into GCT.	Comment noted.
P-118.01	Leavey, Thomas Valley Cottage, NY	Commuter Rail (CRT)	Concerned over the Metro-West area's needs for economic development and suggests a train with a terminal near the Palisades Mall, and a direct train from the Tappan Zee Bridge to GCT.	Comment noted.
P-119.01	Leavey, Tom Valley Cottage, NY	Commuter Rail (CRT)	Would like a train into NYC and (North) with a Hub in Clarkstown.	Comment noted.
P-120.01	Lewy, Cheryl Mamaroneck, NY	Commuter Rail (CRT)	Option 4D should also be analyzed with Option 3B that has BRT up on a dedicated roadway. This would provide good expansion for a future CRT in Westchester County.	Comment noted.
P-120.02	Lewy, Cheryl Mamaroneck, NY	Maps	Maps need to show parking lots and flood mitigation areas.	Comment noted. Additional detail and information will be added to the corridor maps as the project advances.
P-121.01	Linkoff, Robert New City, NY	Tunnel	Favors two tunnels, one in each direction, with 4-6 lanes in each.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-122.01	Lobenberg, Dr. David Mrs. Deborah Loebenberg Mr. Harry J. Greenstein	Bridge Replacement	Favors Option 4D and Option 3B.	Comment noted.
P-123.01	Loeb, Richard S. New City, NY	Commuter Rail (CRT)	Rail from Rockland must have a one-seat ride to NYC, or else it will not be useful.	Comment noted.
P-123.02	Loeb, Richard S. New City, NY	Traffic / Highway	Increase the I-287 corridor width to at least 5 lanes and a new bridge.	Comment noted.
P-124.01	Longo, Nancy	Light Rail (LRT)	Favors Alternative 4B.	Comment noted.
P-125.01	Lucas ,Elaine and Doug Tarrytown, NY	Property Acquisitions	Is there any provision to buy people out of their homes during the period of scoping and planning?	No properties will be acquired prior to the Record of Decision.
P-125.02	Lucas, Elaine and Doug Tarrytown, NY	Construction Impacts	Concerned about the disruption to daily life, about access, noise, restriction impacts, and dislocation of homes in the neighborhood due to construction in the vicinity of Van Wart Avenue. What type of screening and landscaping will be done to preserve privacy from construction and the bike path? How will noise and lighting problems be managed during and after construction? Will homes' foundations need to be reinforced before the construction? What if the construction damages the homes?	Mitigation measures will be considered in the DEIS phase for all environmental disciplines that include impacts due to construction, as well as noise and vibration.
P-125.03	Lucas, Elaine and Doug Tarrytown, NY	Tunnel	Eventually provide a tunnel for the trucks.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-126.01	Luckhardt, Carol Upper Grandview, NY	Tunnel	Consider tunnels near the Tappan Zee Bridge to help alleviate air pollution caused by traffic.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-126.02	Luckhardt, Carol Upper Grandview, NY	Air and Noise	Concerned about air pollution near the bridge.	Air analysis will be conducted as part of the DEIS.
P-126.03	Luckhardt, Carol Upper Grandview, NY	Cumulative Impacts / Growth Inducing Impacts	Congestion and pollution in the area are already severe because of overdevelopment. As an alternative to tunnels, a new or expanded bridge north of Rockland County, where the major growth is expected, would help alleviate the problems.	Alternate river crossing locations were considered and eliminated from further consideration due to potentially substantial impacts and costs. This is documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-127.01	Ludwig, Ellen Valley Cottage, NY	Commuter Rail (CRT)	Rockland County needs a one-seat train ride to NYC.	Comment noted.
P-127.02	Ludwig, Ellen Valley Cottage, NY	Bridge Replacement	Favors a new bridge with a train to NYC.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-128.01	Madden, John P.E. Glenmont, NY	Commuter Rail (CRT)	Suggests that the rail design (in Alternative 4A and Option 4D) supports more weight, have a higher minimum height, utilize no electric traction or use overhead catenaries so that freight rail can deliver goods to Brooklyn, Queens, and Long Island, so that prices for consumers goods in those areas can be greatly reduced.	Freight rail is not precluded from the current bridge design considerations, however, it is not part of the Project Purpose and Need and will not be part of any of the alternatives analyzed in the DEIS.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-129.01	Maddux, Compton Nyack, NY	Bridge Rehabilitation	Need better designs to repair the bridge.	Requirements for rehabilitation of the bridge are identified in nationally adopted standards. Those standards have been applied by professional engineers in the analysis of the various general rehabilitation and replacement options. The results of the analysis are contained in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-129.02	Maddux, Compton Nyack, NY	Visual Impacts	The new cement barrier on Tappan Zee Bridge is unattractive and reduces space.	The DEIS will include an analysis of visual and aesthetic impacts of the project.
P-130.01	Mahabir, Raymond D. Stony Point, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Would like a pedestrian/bike path on the bridge.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-131.01	Maher, James F. Nanuet, NY	Light Rail (LRT)	Favors light rail from Suffern to Port Chester.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-131.02	Maher, James F. Nanuet, NY	Bridge Replacement	Favors a new bridge with more lanes.	The number of lanes on the bridge has been determined through analysis. All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian accommodation; CRT from Suffern to the Hudson Line; and cross corridor BRT.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-131.03	Maher, James F. Nanuet, NY	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Toll prices should benefit local residents.	Toll revenue disbursements are outside the scope of this project.
P-132.01	Mark L. Kramer Scarsdale, NY	Transit	Provisions should be made for transit connection to a future connection across the Long Island Sound.	Any extension to cross the Long Island Sound is not within the scope or purview of this DEIS.
P-133.01	Mathew, V.	Bridge Replacement	Favors a new bridge.	Comment noted.
P-134.01	Mattson, Edward Port Chester, NY	Bridge Replacement	Bridge should be designed so that it can be assembled in large segments or units. All exposed steel should be dipped or hot sprayed galvanized and/or electrically connected.	These decisions will be made in later phases of the project development process.
P-135.01	Maven, M. NJ	Light Rail (LRT)	Favors Alternative 4B with a rail connection to the Hudson Line to NYC.	Comment noted.
P-136.01	May, Richard	Freight Rail Service	The West Shore Line could be considered for freight.	The West Shore Line is dedicated to freight.
P-136.02	May, Richard	Mitigation	What types of mitigation measures for environmental impacts are to be considered?	Mitigation measures will be considered in the DEIS for all environmental parameters, as appropriate.
P-136.03	May, Richard	Best Practice Model (BPM)	Traffic projections should be based on more recent traffic data than 2003. O&D data show that the Tappan Zee Bridge is not the favored route to NYC. Are there separate truck O&D data? The LOS analysis for Westchester is low.	Traffic projections are not based upon 2003 O&D data. Traffic projections are solely based upon the NYMTC Best Practice Model. 2003 O&D data and 2005 traffic counts are used to ensure the model is reliably predicting traffic patterns.
P-136.04	May, Richard	Traffic / Highway	Eastbound traffic could be diverted to the Newburgh-Beacon bridge.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-137.01	May, Richard, FAICP Nyack, NY	Air and Noise	Air quality between Interchanges 10 & 11 in Rockland should be addressed. Elevation between Exits 11 and 12 may also increase noise impact.	Air quality and noise will be studied in the DEIS.
P-137.02	May, Richard, FAICP Nyack, NY	Commuter Rail (CRT)	Address the West Shore Line impact.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single-rail track used frequently to serve freight trains.
P-138.01	McLaughlin, John Irvington, NY	Commuter Rail (CRT)	Enhance Alternative 4A and provide a connection to the east from both the north and south of the Hudson Line and an easy one-seat ride to northern points without having to go all the way south to NYC.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-139.01	McLoughlin, Thom	Tunnel	Proposes tunnel for general traffic and rail.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-140.01	McMahon, Donald J. South Nyack, NY	Traffic / Highway	Proposes to eliminate entrances and exits to the Thruway in South Nyack under any bridge option. Advocates the use of Routes 59 and 9W to the north and south, as proposed in the Nyack Master Plan.	Roadway improvements for each alternative will be evaluated as part of the DEIS process. Additionally, the available Master Plans for each community in the corridor will be considered for each alternative.
P-141.01	Messina, John B. Hawthorne, NY	Commuter Rail (CRT)	Favors full-corridor CRT only with a vertical transfer to the Hudson Line at Tarrytown. Indicates that tunneling will be needed in order for rail to meet grade limitations from Palisades Center to the Hudson River west shore.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-141.02	Messina, John B. Hawthorne, NY	Bridge Replacement	Favors a new bridge with mass transit.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-142.01	Micucci, Mark S. Valley Cottage, NY	Bridge Replacement	Favors a new bridge with rail service.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-143.01	Miller, Michael Ramapo, NY	Transit	Consider the Spring Valley Transportation Center as a bus and rail hub.	Detailed evaluation of transportation centers and stations will be performed as part of the future Tier 2 Transit Environmental Process.
P-144.01	Miller, Paul Scarsdale NY	Bridge Replacement	Favors a new bridge and Option 3B. Opposes train.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT. Comment noted.
P-145.01	Minisci, Joseph P. White Plains, NY	Bridge Replacement	We need a new bridge. Long overdue; must get it done.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-145.02	Minisci, Joseph P. White Plains, NY	Transit	We need mass transit infrastructure, This is also long overdue and must be done.	As concluded in the <i>Transit Mode Selection Report (May 2009)</i> and presented in the <i>Scoping Summary Report (May 2009)</i> each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC.
P-146.01	Molach, Gerald N. Lake Success, NY	Commuter Rail (CRT)	Rail should be the first priority, then a new bridge.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-147.01	Montero, Gus	Bridge Rehabilitation	Favors repairing the Tappan Zee Bridge, reducing car traffic with high tolls for single-passenger cars, increased ferry use, and a rail line in Rockland County.	Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). Setting toll policy is not part of this phase of the project. Ferries were eliminated as documented in the <i>Alternatives Analysis Report</i> (January 2006). CRT in Rockland County with connection to the Hudson Line will be part of every transit alternative that is considered.
P-148.01	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Purpose and Need	The original intent was to relieve congestion in the corridor, but the alternatives that emerged seem all to have the needs of the relatively few commuters from Rockland County headed for GCT as their priority, with service to the Hudson River only, rather than to Westchester County and Connecticut.	The original intent of this project was and remains to reduce congestion and improve mobility in the corridor, and to preserve a critical regional link across the Hudson River. Our studies must rely upon forecasts which would take into account economic, employment and population growth. The West of Hudson commuter market to NYC is a significant one which utilizes the corridor in Rockland County, and is appropriately considered in the DEIS. The recommended transit modes include full corridor BRT and CRT to NYC.
P-148.02	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Purpose and Need	Westchester County’s public and business transit needs seem not to register with consultants in this study. Alternatives that offer split modes across the corridor ignore the project goals of solving congestion.	The <i>Transit Mode Selection Report (May 2009)</i> considered a cross-corridor commuter rail system from Suffern to Port Chester, with connectivity potential at all five existing commuter rail lines. The agencies agree that mode changes in transit systems discourage ridership. However, mode change does not disqualify multi-modal systems from consideration as potentially cost-effective transit solutions. Our transit ridership models used to select the modal solution for the corridor recognized and accounted for reductions in ridership associated with mode changes. These reductions are clearly accounted for in the ridership forecast results presented in the <i>Transit Mode Selection Report (May 2009)</i> .

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-148.03	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Commuter Rail (CRT)	The project should implement east-west only commuter rail service with no direct connection to the Hudson Line. The Manhattan-bound market will be serviced by ARC and the elimination of a direct Hudson Line connection will make the project much more cost-effective and will meet project needs.	The project has accounted for the NJTransit ARC project and will address its effects on the alternatives considered. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-148.04	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Cost / Financing	The soaring price of gas is barely noted. The astronomical cost, especially for rail-related alternatives, is not verified by the costs of projects across the country. Shouldn't the consultants and agencies be studying other projects to factor in significant cost-saving measures?	Fuel cost increases are not currently factored into the model. The way these volatile parameters are addressed in the computer model is beyond the purview of the agencies. The forecast model is the responsibility of the regional planning organization, NYMTC, and it is their prerogative to modify the model. Absent that effort by NYMTC, we will evaluate rising fuel costs qualitatively in the DEIS. In any event, it is clear that rising fuel costs will increase ridership on mass transit facilities. Cost estimates for the alternatives have been compiled based upon methodology utilized effectively and successfully by the agencies. Construction costs in the metropolitan area are among the highest in the country, and often do not compare favorably to similar projects in other parts of the country. We are very confident in our estimating process and its reliability, and are not obligated to explain the apparent costs of other projects.
P-148.05	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Regional Planning	Manhattan-bound commuters are not increasing – the increases are with NYC to Westchester and Rockland Counties to other destinations in corridor. We need to build a world-class rail network to maintain the region's ability to create tax revenue that the entire state depends on.	Population, employment, and economic growth are predicted for all of the regional counties, including those in NYC. All of the proposed transit alternatives will provide bidirectional service, facilitating the growing reverse commute.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-148.06	Morgan, Maureen Ossining, NY Columnist for the Business Journal	Bus Rapid Transit (BRT)	BRT service will not address the project's needs and it is another form of "HOV" lane that was already rejected in the past.	Comment noted.
P-149.01	Moro, Peter	Commuter Rail (CRT)	Favors tunnel; if a tunnel is not possible, then favors a new bridge with rail and a one-seat ride to NYC.	Tunnel options were evaluated and eliminated from further consideration. This was documented in the <i>Alternatives Analysis Report</i> (January 2006).
P-150.01	Moschetti, Vito Nanuet, NY	Bridge Rehabilitation	Offers suggestions to repair the Tappan Zee Bridge.	Requirements for rehabilitation of the bridge are identified in nationally adopted standards. Those standards have been applied by professional engineers in the analysis of the various general rehabilitation and replacement options. The results of the analysis are contained in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-151.01	Mulber, Tom South Nyack, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Advocates a bike and pedestrian path.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-152.01	Mulvihill, John Bedford Hills, NY	Tunnel	Favors a tunnel with the capacity to carry trains and special lanes for trucks.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-153.01	Munroe, Patrick Sleepy Hollow, NY	Bridge Rehabilitation	Repair the Tappan Zee Bridge.	Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-153.02	Munroe, Patrick Sleepy Hollow, NY	Ferry Service	Advocates ferry service to NYC.	Comment noted.
P-154.01	Munroe, Sonya Sleepy Hollow, NY	Commuter Rail (CRT)	Advocates reinstalling the commuter rail line on the west side of the Hudson River.	Commuter rail service in Rockland County is considered as part of all rail alternatives and options. Reinstating passenger service on the West Shore Line is outside of the scope of this project.
P-154.02	Munroe, Sonya Sleepy Hollow, NY	Bridge Rehabilitation	Advocates Tappan Zee Bridge rehabilitation.	Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-155.01	Mussi, Kathy	Safety and Security	Concerned about Tappan Zee Bridge safety now.	The Tappan Zee Bridge is safe. NYSTA is committed to maintaining safe conditions by continuing necessary repairs until such time the bridge can be replaced. Further discussion on this topic can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-156.01	Nanni, Jim New City, NY	Bridge Replacement	Questions the design parameters for the new bridge. The plan has an over-reliance on and over allocation of capacity to mass transit.	Design criteria are being developed in accordance with current standards. These criteria will be published in later phases of the project development process. Analysis of transit is included in the <i>Transit Mode Selection Report</i> (May 2009).

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-157.01	Nardone, Ramon P. West Nyack, NY	Bridge Replacement	Repair the Tappan Zee Bridge and add a new bridge with provision for rail. Offer lifetime toll-free for residents inconvenienced by construction.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT. Tolling policies will be developed in the later stages of project development.
P-158.01	Negrycz , Regina	Bus Rapid Transit (BRT)	Favors Alternative 3.	Comment noted.
P-159.01	Nitchman, Russell H.	Cost / Financing	Toll money (already paid over the years) should be paid to fix the bridge. Do not raise taxes for this.	Comment noted.
P-160.01	O'Hanlon, Robert Briarcliff Manor, NY	Commuter Rail (CRT)	A tunnel or bridge should include train service into Rockland County across Westchester County to connect the Harlem, Hudson and New Haven Lines.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-160.02	O'Hanlon, Robert Briarcliff Manor, NY	Cost / Financing	Does not support private involvement.	Comment noted.
P-160.03	O'Hanlon, Robert Briarcliff Manor, NY	Bridge Replacement	Supports a new bridge or a tunnel.	As concluded in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), both single and dual level bridge alternatives will be developed and analyzed in the DEIS. The final bridge configuration will be determined in later stages of the project development process. It will include 8 general purpose lanes, 2 BRT/HOV/HOT lanes or a busway, and accommodation for CRT. Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-161.01	O'Hanlon, Troy Suffern, NY	Property Acquisitions	Prefers option 2 of Alternative 4; does not want properties taken in historic Suffern.	Comment noted.
P-162.01	Orazio, Joan and Louis Suffern, NY	Air and Noise	Objects to a train station at Airmont because of noise and pollution at the elderly community.	Comment noted. Current alternatives do not include CRT station but do include BRT station. The DEIS will include an analysis of air and noise impacts at this location.
P-163.01	Pade, Henry A. Congers, NY	Light Rail (LRT)	Favors Alternative 4B with a new 8-lane bridge. CRT is too expensive.	Comment noted.
P-164.01	Patterson, Mark Nyack, NY	Bridge Rehabilitation	Opposes a new bridge. Favors increased bus services.	Rehabilitation Options were considered, analyzed and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. All replacement options will include corridor wide BRT service.
P-165.01	Peck, Steven	Bridge Replacement	Overbuild the structure by 25% to account for underprediction of future growth.	These decisions will be made in later phases of the project development process.
P-166.01	Pitlak, Robert W. West Nyack, NY	Bridge Replacement	Would like a new bridge.	Comment noted.
P-167.01	Porterfield	Bridge Replacement	Proposes a design competition, open to architects and engineers, to come up with an innovative design for a new bridge. If no new bridge is possible, then build a tunnel.	The panel proposal described has been considered as a tool to help the project team decide on the final design of the bridge.
P-168.01	Prince, Liz Nyack, NY	Visual Impacts	The new barriers on the Tappan Zee Bridge ruin the view.	Comment noted.
P-169.01	Rand, Matthew Nyack, NY	Commuter Rail (CRT)	Favors a new bridge with a train in the center lane.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-170.01	Rauschert, Steven C. Yonkers, NY	Bridge Replacement	Favors a new bridge with space for rail.	Comment noted. All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-171.01	Read, Brendan B. Belleville, Ontario Canada	Light Rail (LRT)	Suggests as another option full-corridor LRT from Suffern to Port Chester with an extension to the Hudson Bergen LRT line.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-171.02	Read, Brendan B. Belleville, Ontario Canada	Commuter Rail (CRT)	Suggests as another possibility full-corridor CRT with extension to the New Jersey Transit Northern Branch.	A sufficient number alternatives and options were developed to evaluate transit modes as documented in the <i>Transit Mode Selection Report</i> (May 2009). Refinement of alternatives and options will be evaluated in the DEIS consistent with the mode recommendations.
P-171.03	Read, Brendan B. Belleville, Ontario Canada	Commuter Rail (CRT)	Suggests as another possibility commuter rail via Bear Mountain/ BRT from Suffern, with commuter rail, LRT, and BRT options to Port Chester.	BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report</i> (May 2009).
P-171.04	Read, Brendan B. Belleville, Ontario Canada	Freight Rail Service	Suggests adding rail freight into commuter rail operations.	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-171.05	Read, Brendan B. Belleville, Ontario Canada	Commuter Rail (CRT)	After review of the plans and the New Jersey developments, proposes two more possibilities: Modify Alternative 4A with additional track connections to the Metro-North Hudson Line. Add a new Alternative, Alternative 4F: CRT Suffern-Port Chester with LRT from Nyack to Tarrytown Metro-North.	Transit alternatives are a major focus of this project. BRT, LRT, CRT and combined modes have been analyzed in the <i>Transit Mode Selection Report (May 2009)</i> . LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report (January 2006)</i> . It has been reexamined in the <i>Transit Mode Selection Report (May 2009)</i> for comparison to the other transit modes and eliminated.
P-172.01	Rhodes, Brett A.	Commuter Rail (CRT)	Favors full-corridor CRT with connection to both the Hudson and Harlem Lines and to Stewart Airport. Also prefers a CRT eastbound connection from the southbound Hudson Line to the New Haven Line. Advocates enhanced bus service to the rail connection. Proposes a rail connection from Stewart Airport to the Hudson, Harlem and New Haven Lines across the Newburgh-Beacon bridge.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project. A connection to Stewart Airport is outside the scope of this project.
P-173.01	Richards, Paul G. Rockland County	Seismic Performance	The project team needs to specify what seismic hazards are considered and how they are applied to the merits of different design comparisons. Consider earthquake hazards, ground shaking on bridges and tunnels.	Seismic events are being considered and the findings will be applied to the current bridge evaluations. A summary of the considered seismic events is contained in the <i>TZB Seismic Assessment (September 2008)</i> , available at the project office in Tarrytown.
P-174.01	Rivera, Jamie Ann Hawthorne, NY	Best Practice Model (BPM)	Wants to obtain data from the BPM pertaining to the traffic patterns and preferences of the residents of Greenburgh. Wants to review how the study evaluates the needs and impacts on Greenburgh.	NYSDOT will provide <i>Paramics</i> model data to the consultant for the Town of Greenburgh when they become available. It was discussed that BPM data and zones were not useful at the town level as Traffic Analysis Zones are very large in the BPM regional model. <i>Paramics</i> will have a finer zonal structure and the data will be more useful for town planning. Detailed impact analysis will be performed as part of the DEIS and this will be shared with the Town.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-175.01	Robinson, Shelley M. Sleepy Hollow, NY	Light Rail (LRT)	The bridge needs to be widened for an emergency/breakdown lane. Advocates Option 4B, with light rail from Rockland to Port Chester.	Comment noted.
P-176.01	Rochelle, Martin	Light Rail (LRT)	Favors a monorail across the Hudson River and up I-287, connecting with the Thruway.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-177.01	Rose, Mark Yonkers, NY	No Build Alternative	The No Build option is the best. Maybe a few years down the road we'll build another bridge alongside, with more traffic lanes for motorists, and finally get the long-awaited traffic relief that we need.	The No Build option as presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) does not meet the Project Purpose and Need. Supplemental structures are included in the analysis presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The No Build Alternative will be further analyzed in the DEIS as a requirement of NEPA.
P-178.01	Rosenfeld, Dr Alan I. Upper Grandview NY	Air and Noise	Concerned about noise pollution reaching residences higher up, since the barriers reflect sound up.	Noise mitigation measures will be considered as part of the detailed noise analysis in the DEIS.
P-179.01	Ross, Marty Hastings- on-Hudson, NY	Bridge Replacement	Only build a new bridge if it has many more lanes. Need to tailor plan to 85% of drivers, not to anti-car activists. Traffic is all day long, not just during commuting hours.	The number of lanes on the bridge has been determined through analysis. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-180.01	Rossi, Maria West Nyack, NY	Air and Noise	Sound barriers are needed in the West Nyack area for any transit plan.	Noise mitigation measures will be considered as part of the detailed noise analysis in the DEIS.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-180.02	Rossi, Maria West Nyack, NY	Community Impacts	Concerned with the impact on the neighborhood for rail (land taking, sound barriers, environment, parking, traffic).	Mitigation measures will be considered in the DEIS for all environmental disciplines that include property acquisition, noise, environment, parking, and traffic.
P-180.03	Rossi, Maria West Nyack, NY	Traffic / Highway	Roadways in Rockland County must be improved to accommodate changes.	Comment noted.
P-180.04	Rossi, Maria West Nyack, NY	Safety and Security	Concerned with safety and security in the Nyack area.	The improvement of highway safety and security is integral to the Project Purpose and Need. It will be considered in the development of each of the alternatives in the DEIS.
P-181.01	Roy, Stephen Congers, NY	Commuter Rail (CRT)	The West Shore Line should connect to Metro-North.	The use of the West Shore Line for commuter rail was considered and eliminated due to the difficulty of implementing the existing single-rail track used frequently to serve freight trains.
P-182.01	Rupprecht, G.E. W.	Bus Rapid Transit (BRT)	Proposes to provide bus service with future upgrades to rail.	BRT service is proposed in all alternatives. Upgrades to CRT in the future are not considered in this project but will not be precluded.
P-182.02	Rupprecht, G.E. W.	Bridge Replacement	Favors twin bridges, each to serve traffic in one direction. This would provide an advantage in terms of redundancy.	Comment noted. Bridge configuration and the arrangement of lanes will be determined moving forward into the DEIS.
P-183.01	S., Joan	Light Rail (LRT)	Supports light rail on the bridge.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-183.02	S., Joan	Bridge Replacement	Supports a new bridge.	Comment noted.
P-184.01	Salesky, Alfred & Betty Airmont, NY	Commuter Rail (CRT)	Against an Airmont station.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-185.01	Sapan, Jason	Bridge Rehabilitation	Why design a structure that would cost so much money at a time of economic downturn if it will not meet the demands of the next thirty years? Eight lanes are not enough to deal with traffic. Too much emphasis is being placed on mass transit instead of solving the core issue of congestion. Favors repair of the bridge.	A component of the Project Purpose and Need is to improve corridor traffic congestion. Rehabilitation of the Tappan Zee Bridge has been analyzed and the results can be found in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. It is not feasible to increase capacity in this corridor by adding lanes. That is why new BRT and CRT transit systems are crucial to improvement of mobility in the future.
P-185.02	Sapan , Jason	Community Impacts	The proposed improvements in the corridor from Rockland to Westchester will destroy communities.	Community impacts related to the proposed highway and transit improvements will be evaluated and presented in the DEIS. Mitigation measures where appropriate will also be identified. Project team members have had meetings with all the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS.
P-186.01	Sathapornwongkul, Peter	Air and Noise	Want to ensure that proper emergency access and ventilation is provided for whatever train travels in a tunnel under Gail Court.	Rail tunnels considered will include emergency access and ventilation facilities that comply with all regulatory fire and emergency access codes.
P-186.02	Sathapornwongkul, Peter	Commuter Rail (CRT)	Favors Alternative 4A with electric trains, not diesel. Trains should travel along Route 119.	Dual-mode trains are considered for all rail alternatives. Trains will switch from electric in the corridor to diesel in areas where electric infrastructure outside the corridor is not available. Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of Commuter Rail in the future will not be precluded by this project.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-186.03	Sathapornwongkul, Peter	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Ramp metering in Rockland is not needed. A park-and-ride hub should be set up at Hillburn. Garden State Parkway to Pascack road off-ramp needs improvement. The ramp leading off the Old Nyack Turnpike to the Thruway should not be closed. The Airmont station should be at ground level or under Airmont road.	Comment noted.
P-187.01	Sauer, Harold J., M.D. Bridgeport, CT	Public Involvement	Impressed with the planning for the project and the Web site materials.	Comment noted.
P-187.02	Sauer, Harold J., M.D. Bridgeport, CT	Commuter Rail (CRT)	Supports Alternative 4A, as it looks farthest into the future and provides a rail link to the Metro-North New Haven Line.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-187.03	Sauer, Harold J., M.D. Bridgeport, CT	Maps	Is the project's map correct in the Port Chester area? The NY-CT state line is misdrawn on the online map.	The project team will review the Port Chester area to identify and correct any discrepancies. It is the project team's intent to update the corridor maps throughout the process to reflect current conditions.
P-188.01	Saunders, Alexander	Air and Noise	Concerned about air pollution-related diseases for many residents because of this delayed project.	The DEIS will include an analysis of potential air quality impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary.
P-188.02	Saunders, Alexander	Tunnel	The technology of tunnel-boring machines today makes it viable to construct a tunnel to get the 18-wheelers off the bridge. Recommends a tunnel with air scrubbers and high-speed rail (250 mph). A tunnel is the best solution for environmental and health problems.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-188.03	Saunders, Alexander Cold Spring, NY	Tiering	Does not think this segmentation process complies with NEPA & SEQRA laws.	This tiering process is not segmentation. The tiered approach is designed to, among other things, specifically avoid segmentation. Tiering as an environmental process option in accordance with NEPA and SEQRA has been around for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.
P-189.01	Saunders, Alexander Garrison, NY	Tiering	Segmentation of an action into components for individual review is in direct conflict with SEQRA.	This tiering process is not segmentation. The tiered approach is designed to, among other things, specifically avoid segmentation. Tiering as an environmental process option in accordance with NEPA and SEQRA has been around for many years. It was given careful consideration relative to this project. Both the federal lead agencies and the state lead agencies were involved in the decision and recognized it would provide both an appropriate level of analysis and preserve the overall project schedule for the transit, bridge and highway elements.
P-189.02	Saunders, Alexander Garrison, NY	Regional Planning	The study outline, as proposed in the scoping packet, will fail due to the inability to address environmental responsibility during construction and regional needs, including traffic on I-95 and I-495, and the inability to reach completion in a timely manner.	Congestion impacts will be evaluated in the DEIS, regional needs are considered and the project, despite its complexity, will be completed in a timely manner.
P-189.03	Saunders, Alexander Garrison, NY	Traffic / Highway	Traffic analysis must include the George Washington and Throgs Neck Bridges.	The Best Practice Model (BPM) traffic forecast model includes these and all bridges in the 28 county area.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-189.04	Saunders, Alexander Garrison, NY	Tunnel	Favors a tunnel since the cost is lower, it would be faster to build, more environmentally friendly, requires fewer time-consuming studies, and construction is more reliable.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-190.01	Schatz, Albert P. Ossining-On-Hudson, NY	Light Rail (LRT)	Advocates light rail from Rye to Albany.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated. LRT service outside the Tappan Zee Bridge/I-287 Corridor is beyond the scope of this project.
P-191.01	Schectman, Stew	Bus Rapid Transit (BRT)	Favors full-corridor BRT Options 3A or 3B. Does not support any form of CRT.	Comment noted.
P-191.02	Schectman, Stew	Transit	Don't build a transit loop from I-87/I-287 into downtown Tarrytown and the train station (the roads are not suitable).	Comment noted.
P-191.03	Schectman, Stew	Transit	Consider a transit hub that accommodates BRT at the Tappan Zee Bridge toll plaza. This could be an enclosed pedestrian area with waiting rooms, escalators, people-movers, shops, view, etc. BRT buses and cars in both directions would drop off and pick up in the toll plaza area.	Evaluation of Transportation Centers and stations will be performed as part of the future Tier 2 Transit Environmental Process. Any extension to cross the Long Island Sound is not within the scope or purview of this DEIS.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-192.01	Schmidt, Peter	Bridge Rehabilitation	What about keeping the old bridge for cars/trucks and building a simple bridge for train/walkway/emergency?	This concept is generally represented by Rehabilitation Options 3 and 4, which were analyzed and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-192.02	Schmidt, Peter	Bus Rapid Transit (BRT)	Has anyone considered buses with overhead electric-power pickups?	BRT Propulsion Systems and Power options will be analyzed in the DEIS.
P-192.03	Schmidt, Peter	Non-Motorized Transportation (Bicycles and Pedestrians)	Pedestrians, bicycles, and slow-moving electric vehicles need to be part of the plans.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-192.04	Schmidt, Peter	Public Involvement	Is there a public comments section on the Web site?	Yes, the website provides means for submitting comments via email. A summary of all comments will be posted on the website www.tzbsite.com .
P-193.01	Schmitz, William J. Pleasantville, NY	Evaluation Criteria	The time criteria used give an unfair advantage to rail alternatives because the bus service stops at Port Chester instead of continuing to Stamford.	Project analysis does consider bus service to Stamford.
P-193.02	Schmitz, William J. Pleasantville, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Why plan for two pedestrian/bike paths?	The number of pedestrian/bike paths on the bridge will be determined as the alternatives are developed.
P-194.01	Schroeder, Joan	Commuter Rail (CRT)	Does not support a train in Rockland County because it would disrupt communities.	Comment noted.
P-194.02	Schroeder, Joan	Bridge Replacement	Supports a new bridge, but is concerned over impacts in Nyack.	Comment noted. Minimizing impacts is a prime objective with any new bridge options that are being considered.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-195.01	Schroeder, Joan	Transit Oriented Development (TOD)	Given the already-existing commercial developments in Airmont, how does the project propose building another TOD?	NYS DOT has contracted with experts to provide training to local communities in the planning for transit-oriented development (TOD). The project does not include specific TOD improvements but will evaluate TOD potential in all of the affected communities.
P-196.01	Scully, Matthew	Commuter Rail (CRT)	Supports rail on the bridge. Would like a train to the other side of the river, including travel to Newburgh's Airport.	A CRT connection to Stewart Airport is beyond the scope of this project.
P-196.02	Scully, Matthew	Freight Rail Service	Freight could travel across the rail tracks without going through the NYC area.	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.
P-197.01	Sherman, George	Commuter Rail (CRT)	Rail systems should not take many transfers or else people will want to drive.	Comment noted.
P-197.02	Sherman, George	Hudson River	Would like regional planning with a crossing in the northern growing areas -- Putnam and Orange Counties -- to avoid congestion in the south.	Crossings of the river both north and south of the I-287 corridor were considered and rejected. This is documented in Appendix D of the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-198.01	Siburn, Gene E. Stony Point, NY	Light Rail (LRT)	Proposes monorail tracks in each span, with an express and local service. The express track should service Stewart Airport and NYC.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated. The connection to Stewart Airport is outside the scope of this project.
P-198.02	Siburn, Gene E. Stony Point, NY	Bridge Replacement	Proposes a three-span bridge with 3-4 lanes each. Advocates the use of two spans in peak direction.	The final bridge configuration will be determined in later stages of the project development process.
P-199.01	Sliss, Gerald Poughkeepsie, NY	Traffic / Highway	A solution to traffic congestion is key to economic vitality and development. Mass transit is the only solution to population growth. Replace the bridge, extend roads and rail service.	Comment noted.
P-199.02	Sliss, Gerald Poughkeepsie, NY	Commuter Rail (CRT)	Supports a heavy-rail link to reduce truck traffic.	Rail freight was evaluated in the early screening stage of the project and is not part of this project.
P-199.03	Sliss, Gerald Poughkeepsie, NY	Bridge Replacement	Supports bridge replacement.	Comment noted.
P-200.01	Smalec, Christine	Bridge Replacement	Supports a new bridge only, with no mass transit. Other options are too time-consuming and costly.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-201.01	Smart, Al Nanuet, NY	Bridge Replacement	A new bridge is needed, but so is rail, so maintain/refurbish the old bridge as well.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-201.02	Smart, AI Nanuet, NY	Bridge Rehabilitation	Hopes that the Tappan Zee Bridge can be refurbished and used for rail and pedestrians.	This concept is generally represented by Rehabilitation Options 3 and 4, which were analyzed and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. The existing bridge cannot accommodate rail under any circumstances.
P-201.03	Smart, AI Nanuet, NY	Freight Rail Service	Would like heavy freight rail for night transport.	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.
P-201.04	Smart, AI Nanuet, NY	Bridge Rehabilitation	The bridge should be refurbished because it is an emblem of the Hudson Valley and one of the most beautiful bridges in the country.	The DEIS will include a detailed analysis of the visual and aesthetic impacts of the project, including visual simulations. However, as documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-201.05	Smart, AI Nanuet, NY	Cost / Financing	While heavy rail may be more expensive now, in the long run it will be better to have spent the money now. Not only will oil prices make trucks less economical than rail, but steel prices keep rising, so construction costs will only increase.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-202.01	Smith, David R. Nyack, NY	Bridge Replacement	A new bridge should have four mass transit lanes (2 bus outside 2 rail) on the lower level and six automotive lanes, with shoulders, on the top level. Traffic could also be allowed to travel using four lanes northbound and two lanes southbound on the new bridge, with two southbound lanes using the old structure, during rehabilitation of the old structure.	All alternatives to be developed in the DEIS include a replacement Tappan Zee Bridge with full shoulders and bike and pedestrian facilities; accommodation for CRT from Suffern to the Hudson Line; and cross corridor BRT.
P-203.01	Soto, Pat	Commuter Rail (CRT)	Also build another new bridge between the two for rail service.	Comment noted.
P-203.02	Soto, Pat	Bridge Replacement	Favors a new bridge in addition to the existing bridge for traffic.	Comment noted. This concept is generally represented by Rehabilitation Options 3 and 4. It was considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-204.01	Stein, Jon	Bridge Rehabilitation	Supports rehabilitation of the bridge to include safe lanes for car breakdowns.	"Safe lanes" or wide shoulders are one element of the Purpose and Need of this project and were considered in all of the rehabilitation options and replacement options, except for Rehabilitation Option 1. The results are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-204.02	Stein, Jon	Commuter Rail (CRT)	Prefers a train to NYC.	CRT to Grand Central Terminal will be accommodated by all alternatives evaluated in the DEIS, as described in the <i>Scoping Summary Report</i> (May 2009).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-205.01	Stempel, Mike Congers, NY	Light Rail (LRT)	Include light rail in tunnels, but plan to switch the path of the service between both tubes. Light rail connecting the Suffern area to points across mid-Westchester County is also a must.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated. Various tunnel options for both highway and rail were evaluated and dropped from further consideration for a number of compelling reasons. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005) reports.
P-205.02	Stempel, Mike Congers, NY	Tunnel	Build two tunnels, one to carry northbound traffic, one to carry southbound. Include light rail in both, but plan to switch the path of the service between both tubes.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-206.01	Strasser, Alfred Sleepy Hollow, NY	Bridge Rehabilitation	Advocates analysis by an independent agency (not involved in the project) to determine what can be done to maintain the current bridge with a margin of projected traffic load and available funds.	In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-206.02	Strasser, Alfred Sleepy Hollow, NY	Air and Noise	States three impediments to implementation of a new bridge with rail or buses: nonmitigatable environmental issues (air and noise), lack of funding, and the proposed schedule for completion.	The DEIS will include an analysis of potential air quality and noise impacts during construction and operation of project alternatives. Appropriate mitigation measures will be developed, where necessary and appropriate. A funding plan will be developed for the project. The schedule for implementation will be presented in the DEIS.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-206.03	Strasser, Alfred Sleepy Hollow, NY	Air and Noise	The effect of air pollution due to the implementation of a new bridge with buses must be compared to the criteria of the 1990 Clean Air Act and not to the No Build Alternative.	Air and noise analysis will be done in accordance with all current regulatory standards.
P-206.04	Strasser, Alfred Sleepy Hollow, NY	Tunnel	Proposes a tunnel for commuter rail and truck and traffic. Considers tunnel less costly, safer and more environmentally friendly.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-207.01	Strober, Eric S., Esq. Upper Grandview, NY	Bridge Replacement	Morning eastbound Tappan Zee Bridge traffic is caused by: the merge of entering cars from the exit 10 onramp; sun glare; and the left-hand turn required of all cars. The project needs to straighten the road and block the sun glare.	The final bridge configuration will be determined in later stages of the project development process.
P-207.02	Strober, Eric S., Esq. Upper Grandview, NY	Traffic / Highway	Due to the continuing rise in the cost of fuel, future traffic growth may not be as high as predicted from Orange and Northern Rockland Counties.	Long-range travel-demand modeling officially approved by NYMTC provides traffic forecasts for the year 2035. These values are used in the traffic analysis in the DEIS.
P-207.03	Strober, Eric S., Esq. Upper Grandview, NY	Light Rail (LRT)	Light rail should be considered.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes.
P-207.04	Strober, Eric S., Esq. Upper Grandview, NY	Transit	Include transit stops east of Palisades Center to better serve communities along the river, such as the Nyacks and Grandview.	Detailed evaluation of transportation centers and stations will be performed as part of the future Tier 2 Transit Environmental Process.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-208.01	Tamura, Kim	Community Impacts	Concerned about the effects on the Pennybridge neighborhood.	Mitigation measures will be considered in the DEIS for all environmental disciplines that construction impacts.
P-209.01	Tangredi, John	Bus Rapid Transit (BRT)	Doesn't think that bus service is a good choice. Doesn't think there is a need for a connection in Tarrytown.	Comment noted.
P-209.02	Tangredi, John	Energy	Consider using solar panels as an energy source for the bridge.	Energy-saving features on the bridge will be considered in later stages of the project development process. However, although energy conservation is a consideration in the Purpose and Need and goals and objectives of the project, energy generation does not.
P-210.01	Tangredi, John White Plains, NY	Commuter Rail (CRT)	Prefers the train over the bus.	Comment noted.
P-210.02	Tangredi, John White Plains, NY	Bridge Replacement	And convert the old bridge to a pedestrian, bike, park, and fishing-pier area.	What happens to the existing Tappan Zee Bridge will be determined in the next phase of the project development process.
P-211.01	Taylor, Mark New York, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Whatever is done with the bridge, it should have a pedestrian and bike lane.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-212.01	Tostanoski, Tim Valhalla, NY	Commuter Rail (CRT)	Favors Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-213.01	Tumino, Thomas Tarrytown, NY	Commuter Rail (CRT)	Supports full-corridor rail service.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-213.02	Tumino, Thomas Tarrytown, NY	Bridge Replacement	Advocates Bridge Replacement Option 3.	Comment noted.
P-214.01	Velez, Tony	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Suggests that there be a charge for parking at the Palisades Center Mall to relieve the local population of taxpayers from bearing the entire burden of the cost of the project.	Transportation Demand Management/Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and are being considered for all alternatives to be evaluated in the DEIS.
P-215.01	Venice, Anthony & Denise Monroe, NY	Bridge Replacement	Supports a new bridge.	Comment noted.
P-216.01	Venice, Denise Monroe, NY	Bridge Replacement	Supports a new bridge.	Comment noted.
P-217.01	Viggiano, Frank New City, NY	Commuter Rail (CRT)	Advocates train service and a direct line to NYC.	Comment noted.
P-217.02	Viggiano, Frank New City, NY	Bridge Replacement	Favors a new bridge.	Comment noted.
P-218.01	Viggiano, Rosemarie 15 Homestead Lane New City, NY 10956	Commuter Rail (CRT)	Favors a new bridge with a rail component.	Comment noted.
P-219.01	Vogel	Commuter Rail (CRT)	The connection to the Hudson Line is not possible given existing grades. Why is the Putnam Line no longer an option?	The Putnam Line was considered and eliminated in the <i>Alternatives Analysis Report</i> (January 2006).

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-219.02	Vogel	Bridge Replacement	Bridge plans do not show the clearances for boats that could travel to Albany. Would like more structural information.	Bridge clearances will be reviewed and be subject to approval by the US Coast Guard. The availability of bridge structural information is limited by security concerns. Information as possible has been made available through the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-220.01	Weigel, Victoria Tarrytown, NY	Community Impacts	Concerned with the lighting impact (from tollbooths, maintenance yards, and bridge) on homes located in the vicinity of the bridge.	Lighting design details will be considered as part of the final design.
P-221.01	Weinberg, Isabelle W. Tarrytown, NY	Bridge Replacement	Favors a new bridge.	Comment noted.
P-222.01	Weinstein, Stan Bardonia, NY	Process (General)	Would like the plan to be expedited.	The project team is committed to satisfying all state and federal requirements to successfully implement this large, complex project in the most expeditious manner. The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-223.01	Weinstein, Stan	Light Rail (LRT)	Favors light rail service on the bridge with a link to Manhattan.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-224.01	Welday, Jeanette Tarrytown, NY	Community Impacts	Concerned with parking issues for the bike and walking path. Also concerned about noise.	Parking issues related to bicycle and pedestrian paths will be analyzed in the DEIS. Noise impact analysis will be conducted in the DEIS.
P-225.01	Wells, Maurice Corona, NY	Commuter Rail (CRT)	Favors full commuter rail option between Suffern and Port Chester.	Comment noted.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-226.01	Williams, Clare Airmont, NY	Commuter Rail (CRT)	Is against a station at Airmont; concerned about impacts for residents.	Comment noted.
P-227.01	Wochinger, Leonard Orangeburg, NY	Bridge Rehabilitation	Repair the existing Tappan Zee Bridge for NYC traffic only.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-227.02	Wochinger, Leonard Orangeburg, NY	Commuter Rail (CRT)	Construct heavy rail from Suffern to Port Chester. Connect the new rail line to the existing Hudson Line to provide commuters in Rockland and Orange Counties with a one-seat ride into Manhattan.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project. CRT to Grand Central Terminal will be accommodated by all alternatives evaluated in the DEIS, as described in the <i>Scoping Summary Report</i> (May 2009).
P-227.03	Wochinger, Leonard Orangeburg, NY	Cost / Financing	Does not support private financing.	Comment noted.
P-227.04	Wochinger, Leonard Orangeburg, NY	Tunnel	Build tunnels to handle heavy rail and vehicle traffic for I-287 automobile and bus traffic.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-228.01	Wolfberg, Jeanette Mount Kisco, NY	Bridge Rehabilitation	Favors a rehabilitated bridge.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.

February 2008 Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-228.02	Wolfberg, Jeanette Mount Kisco, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Include provisions for pedestrians and cyclists when the bridge is rehabilitated.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-228.03	Wolfberg, Jeanette Mount Kisco, NY	Bus Rapid Transit (BRT)	Should convert an existing traffic lane to a bus-only lane. No HOV/HOT lanes.	The existing bridge and highway system are currently at capacity. Converting existing lanes to BRT use would result in significant worsening of congestion and degradation of air quality, which are inconsistent with project objectives to reduce congestion and minimize environmental impacts.
P-228.04	Wolfberg, Jeanette Mount Kisco, NY	Construction Impacts	Could include ferries during bridge rehabilitation.	Anticipated construction phasing will maintain or improve traffic lanes and flow during construction. The need for ferry service during bridge construction is therefore not required.
P-228.05	Wolfberg, Jeanette Mount Kisco, NY	Light Rail (LRT)	Favors light rail over heavy rail.	Full-corridor LRT was initially considered and eliminated from further consideration in the <i>Alternatives Analysis Report</i> (January 2006). It has been reexamined in the <i>Transit Mode Selection Report</i> (May 2009) for comparison to the other transit modes and eliminated.
P-229.01	Woods , John	Commuter Rail (CRT)	Favors Option 4D.	Comment noted.
P-229.02	Woods, John	Bus Rapid Transit (BRT)	Would like a bus route to stop along Route 119.	Comment noted.
P-230.01	Woolley, Johnathan Fort Lee, NJ	Commuter Rail (CRT)	Supports rail service in the corridor with connections to Connecticut and Bergen County, New Jersey. Consider the increased activity at Stewart Airport.	The connection to Stewart Airport is outside the scope of this project.

February 2008 Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-231.01	Zaino, Mike	Commuter Rail (CRT)	Favors Alternative 4A.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-232.01	Zamba, Gareth Malebranche	Bridge Rehabilitation	Prefers the rehabilitation of the Tappan Zee Bridge.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-233.01	Zelenka, Joan M. Airmont, NY	Traffic / Highway	Concerned that additional development will exacerbate the existing traffic problem in Southern Rockland County.	Land use impacts and extensive traffic and impact analysis will be conducted in the DEIS.
P-233.02	Zelenka, Joan M. Airmont, NY	Maps	Claims that project maps do not reflect the latest developments in the Airmont/Suffern area.	The project team will review the corridor maps to identify and correct any discrepancies between them and the current conditions. It is the project team's intent to update the corridor maps throughout the process to reflect current conditions.
P-233.03	Zelenka, Joan M. Airmont, NY	Transit	Concerned that the project will not provide convenient transportation to areas that are removed from the immediate project corridor. Does not favor transit improvements in the corridor.	Comment noted.
P-234.01	Zervoudis, Gus	Bridge Replacement	Suggests dismantling the steel structure (bridge) completely; raising the elevation of the roadway on the Rockland County side to match Westchester County roadway elevation; creating an enclosure across the span to block sun glare; and adding protection along the roadway to prevent suicides.	These decisions will be made in later phases of the project development process.



5 Comment Matrices for 2008 Public Information Meetings

The detailed responses to comments from the Fall 2008 Public Information Meetings are presented in Tables 5-1 through 5-5. The comments are organized as follows:

- **Federal** – meaning a federal agency such as USEPA, elected federal officials, and national-level organizations such as the National Trust for Historic Preservation. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **State** – meaning a state agency such as NYSDEC, elected state officials, and regional-level organizations such as the Port Authority. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Local** – meaning a local or county agency such as Rockland County Planning, elected local officials, and local organizations. The entries are presented in alphabetical order by name of agency/organization and last name of elected official.
- **Group** – meaning a non-governmental organization. The entries are presented in alphabetical order by name of group.
- **Public** – meaning comments received from the general public. The entries are presented in alphabetical order by last name.

Many of the responses refer to a series of reports that may be found on the project Web site (www.tzbsite.com) where the reader may find more detail on a number of topics:

- *Alternatives Analysis Report* (January 2006).
- *Alternatives Analysis for Hudson River Highway Crossings* (July 2007).
- *Alternatives Analysis for Commuter Rail Hudson River Crossings* (September 2005).
- *Transit Mode Selection Report* (May 2009).
- *Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge* (March 2009).

The comment letters, emails, and transcripts of the 2008 public information meetings are presented in Appendix C. Given the large volume of material, they are not bound into this report but can be obtained on CD by request.



Table 5-1
2008 Public Information Meetings Comments – Federal

2008 Public Information Meetings Comments – Federal				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
	NONE		No Federal comments received.	



Table 5-2
2008 Public Information Meetings Comments – State

October 2008 Public Information Meetings Comments – State				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-01.01	Brodsky, Richard L. State Assembly of NY Chairman Committee on Westchester County Corporations, Authorities and Commissions, via Mary Jane Shimsky, on behalf of the Assemblyman	Cost / Financing	Concerned about the consequences of a possible public-private partnership for building and operating the bridge and transit.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
S-01.02	Brodsky, Richard L. State Assembly of NY Chairman Committee on Westchester County Corporations, Authorities and Commissions, via Mary Jane Shimsky, on behalf of the Assemblyman	Cost / Financing	Concern with financing has led him to request, for weeks now, copies of all correspondence between the state and Merrill Lynch about the possibility of a public-private partnership – to no avail. He wants those documents, and he wants them forthwith.	The requested information has been provided.

October 2008 Public Information Meetings Comments – State

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
S-02.01	Rooney, John New Jersey General Assembly District 39	Transit	There are 214,000 people in his New Jersey district, many of whom have been waiting for rapid transit since the 1950s, when they lost it on the West Shore Line. Hudson Bergen Light rail, which is proposed to go through the northern line, using the old Erie Lackawanna line, could be extended past Tenafly to old the old Route 303 drive-in in Northvale, on the state line, where it could link with the proposed rail or bus service going across the TZB. This would give access to the bridge and to NYC for tens of thousands of additional people, including the many New Jersey constituents of his who work in NYC.	The goals and objectives of the project are to increase mobility to the markets served by the Tappan Zee Bridge/I-287Corridor. Improving transit service to other corridors, although beneficial, would be beyond the scope of the current project. As concluded in the <i>Transit Mode Selection Report (May 2009)</i> and presented in the <i>Scoping Summary Report (May 2009)</i> each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line, including the Tappan Zee Bridge.
S-02.02	Rooney, John New Jersey General Assembly District 39	Public Involvement	Would like to get involved in a TZB committee, if they allow out-of-staters.	Please call the project office at 914-358-0600 or email us at www.tzbsite.com .

Table 5-3

2008 Public Information Meetings Comments – Local

October 2008 Public Information Meetings Comments – Local				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-01.01	Bruen, John Contract Review, Force Accounts & Cost Verifications, Subdivision “C” RTO New York City Transit Authority Bronx, New York	Commuter Rail (CRT)	The rail project should be expanded to reach Stewart Airport.	A rail connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North and PANYNJ in a separate West of Hudson Regional Transit Access Study.
L-01.02	Bruen, John Contract Review, Force Accounts & Cost Verifications, Subdivision “C” RTO New York City Transit Authority Bronx, New York	Freight Rail Service	Negotiate a connection to the West Shore Line for freight and charge fees to help pay for track maintenance.	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.
L-01.03	Bruen, John Contract Review, Force Accounts & Cost Verifications, Subdivision “C” RTO New York City Transit Authority Bronx, New York	Commuter Rail (CRT)	Consider building a state-of-the-art rail storage and maintenance shop, which would help provide jobs for the region.	The project team will evaluate optimal locations for a rail storage and maintenance facility to serve the proposed CRT line. A planning-level evaluation of the rail yard will be conducted in the DEIS, with further analysis to be conducted during the course of the future Tier 2 Transit Environmental Process.
L-02.01	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Bus Rapid Transit (BRT)	It is critically important that the study team analyze and consider in full detail – the “hard look” required by SEQRA – the construction of a BRT/Hudson Line transfer station in the TZB toll plaza area.	The option of a vertical connection under the Toll Plaza has been evaluated in the <i>Alternatives Analysis Report</i> (January 2006) and scoping process and found to be not reasonable. The alignment of the BRT system will be evaluated in the DEIS.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-02.02	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Transit	<p>The upper level of the transfer station mentioned in comment L-02.01 would be in the center of the toll plaza directly above the Hudson Line, would be a simple, linear, enclosed design for protection against adverse weather, and would connect to new platforms below through elevators, stairs, and/or escalators. It should not include provision for parking, but rather only allow for transfer of commuters from BRT vehicles and pedestrian access and a drop-off capacity near enough for reasonable access, so that the negative impacts and costs of such a transfer station should be limited. But the likely benefits would be extensive, including: Shorter commute times for Hudson Line-bound commuters from Rockland and other west-of-Hudson areas compared to the current proposal for an elaborate BRT roadway leading to the existing Tarrytown station. Easy pedestrian access to mass transit for housing units within walking distance, and a resulting reduction in auto use and pollution. This also mitigates the negative impacts that nearby residents would suffer. Elimination of noise, air, and visual pollution that would otherwise impact residents along the currently proposed BRT Roadway. Elimination of negative traffic and other impacts likely to be caused by the proposed BRT roadway in the vicinity of the Tarrytown train station; Pedestrian access for reverse Hudson Line commuters to the numerous offices and other employment destinations in the vicinity of the TZB, including 303 South Broadway, the Doubletree Hotel, and the various office buildings along Rt. 119; The potential for higher utilization and limited transit-oriented development of nearby underutilized properties, such as the GM Training Center.</p>	<p>The alignment of the Bus Rapid Transit system, including the option of a vertical connection under the Toll Plaza, has been evaluated in prior screening activities and determined to be infeasible and dropped from further consideration.</p>

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-02.03	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Tunnel	Propose a variant of Alternative 4D, with a tunnel for express mass transit and non-local truck traffic and a reduced replacement bridge. A BRT transfer station would be part of this alternative, and would have the capacity for the NYC-bound CRT, as does the bridge in Alternative 4D, though it could be eliminated if costs are prohibitive. This tunnel alternative would have lower negative impacts, lower costs, and greater mitigation benefits than either the tunnel-only alternative or the CRT tunnel option analyzed in the Alternatives Analysis Report [These are detailed].	A highway tunnel would result in degraded transportation performance, extensive property impacts and acquisitions, environmental and construction impacts and have a significantly higher cost than the various bridge options being considered. This is documented in <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007). A commuter rail tunnel would result in a longer emergency response time, pose a greater security risk, take longer to repair and place back in service after a major event, pose greater construction risks due to the challenges of tunneling in difficult soil conditions, and necessitate the removal and disposal of 1.5 million cubic yards of spoils. The tunnel would have visual impacts on the Rockland and Westchester County shores related to ventilation facilities up to 100 feet tall, temporarily disturb more Hudson River habitat, and have a higher capital cost than the various bridge options being considered. This is documented in <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
L-02.04	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Mitigation	Consider providing mitigation measures to offset the broad negative environmental impacts associated with the construction of a replacement bridge and new mass transit systems, including the likely increase in traffic and therefore in air and noise pollution. Such measures could include the purchase and/or protection of open space.	Noise abatement measures, as well as mitigation measures for other impacts associated with construction, will be considered in the DEIS phase and implemented, as appropriate, consistent with applicable regulations.
L-02.05	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Property Acquisitions	The negative impacts of building a replacement bridge in closer proximity to adjoining properties, especially the Quay, must be analyzed carefully and consideration must be given to providing compensation and/or mitigation measures to offset those impacts.	Impacts to properties adjacent to a new Tappan Zee Bridge will be evaluated in the DEIS. Appropriate mitigation measures will be identified.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-02.06	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Bus Rapid Transit (BRT)	The construction of a replacement bridge/highway improvements should be conditioned on the irrevocable commitment to the concurrent construction of the BRT system.	It is the intention of the lead agencies to implement all aspects of this project; bridge, highway, BRT and CRT; in accordance with the <i>Scoping Summary Report</i> (May 2009) and approved in the Record of Decision, in the most expedient manner.
L-02.07	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Consideration must be given to creating a pedestrian bridge over I-287 linking the now-disconnected parts of the Old Croton Aqueduct.	As the alternatives are developed in the DEIS, the feasibility of such a concept will be considered.
L-02.08	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Bus Rapid Transit (BRT)	The highest priority must be given to creating the express roadway option for BRT in Westchester, thereby mitigating the negative impacts of BRT on already-congested local roadways.	The Westchester County Busway will be one of the transit alternatives evaluated in the DEIS. The alternatives that will be evaluated in the DEIS include both BRT in a shared use (or HOV/HOT) lane and in a busway.
L-02.09	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Mitigation	Provision for noise abatement must be included in the design of any replacement bridge and BRT system, as well as in the construction processes.	The need for temporary and permanent noise abatement measures will be evaluated in the DEIS.
L-02.10	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Mitigation	Mitigation measures for construction-related negative traffic impacts on local communities must be included.	The need for traffic mitigation measures during construction will be addressed during the DEIS.
L-02.11	Fixell, Drew Mayor and The Board of Trustees Tarrytown-on-Hudson, NY	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Consideration must be given to separate review and accelerated implementation of non-bridge highway improvements and other demand management measures, including, but not limited to, the climbing lane in Rockland between Central Nyack and the Palisades Parkway.	Transportation Demand Management/ Transportation Systems Management (TDM/TSM) measures have been considered in the <i>Alternatives Analysis Report</i> (January 2006) and will be evaluated in the DEIS. The need for climbing lanes was initially studied in the <i>Alternatives Analysis Report</i> (January 2006). Traffic analysis will be done in the DEIS both with and without climbing lanes. This will include safety analyses and modeling of traffic volumes and speeds to determine whether the climbing lanes are warranted. The project is unable to implement any early action improvements.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-03.01	Jackson, Bob Rockland County Legislator [Also: President of the Nanuet Civic Association]	Process (General)	Compliments project team on a very thorough report.	Comment noted.
L-03.02	Jackson, Bob Rockland County Legislator	Air and Noise	Noise barriers are needed, given construction work on Thruway and the increase in truck traffic once the work is finished, both of which will impact the neighborhoods.	The need for temporary and permanent noise-abatement measures will be evaluated in the DEIS.
L-03.03	Jackson, Bob Rockland County Legislator	Park-and-Ride Facilities	Nanuet parking lots are full now that more people are using transit in response to high gas prices, so provision for more parking will be needed. Is deck parking planned, or something else?	Park-and-ride facilities will be evaluated and analyzed in the DEIS. This evaluation will include input and coordination with affected communities throughout the corridor. The future Tier 2 Transit Environmental Process will analyze potential transit centers and stations and park-and-ride improvements in detail.
L-03.04	Jackson, Bob Rockland County Legislator	Construction Impacts	Concerned about impacts on Nyack of construction, especially given its large numbers of apartments and residents. Will construction be round-the-clock?	The DEIS will include an analysis of potential environmental impacts, including air quality and noise, during construction of the project alternatives. Appropriate mitigation measures will be developed, where necessary.
L-03.05	Jackson, Bob Rockland County Legislator	Non-Motorized Transportation (Bicycles and Pedestrians)	People in neighborhoods are very excited about a bike path and walking path on the bridge. Including it as part of the plan was a good idea.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-04.01	Kaye, Dennis Mayor Airmont, NY	Traffic / Highway	Concerned about Airmont intersection proposal for one of the stations. Airmont Road is the most dangerous intersection in Rockland County, and there are two senior complexes at that intersection.	Concern over the impacts of a potential Airmont Road CRT station is acknowledged. Note that the CRT service plan for Option 4D in the <i>Transit Mode Selection Report</i> (May 2009), upon which the transit mode selection was based, did not include an Airmont Road CRT station. However, it did include a possible BRT station. The DEIS will evaluate and analyze potential transit station locations and their impacts to local traffic patterns and residential land uses.
L-04.02	Kaye, Dennis Mayor Airmont, NY	Bus Rapid Transit (BRT)	Hopes that the intersection problem cited in L-04.01 is discussed and that the station is moved further into the Suffern area.	Concern over the impacts of a potential Airmont Road CRT station is acknowledged. Note that the CRT service plan for Option 4D in the <i>Transit Mode Selection Report</i> (May 2009), upon which the transit mode selection was based, did not include an Airmont Road CRT station. However, it did include a possible BRT station. The DEIS will evaluate and analyze potential transit station locations and their impacts to local traffic patterns and residential land uses.
L-05.01	Oppenheim, Jeffrey Mayor Village of Montebello	Traffic / Highway	The Ramapo population has increased greatly, and will continue to do so. A new Exit 14X off the Thruway is needed, as there are only two exit ramps in Ramapo, they are relatively far apart, and they do not adequately service the area. With a new bridge, there will be even more traffic and thus an increased load on local roadways, so requests that the project team consider the local populations in planning the project. The mayors of all the villages in Rockland County have passed a resolution supporting this proposal, which is potentially very beneficial to many at relatively low cost.	A proposed new Interchange in the vicinity of Ramapo will be analyzed and evaluated in the DEIS.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-06.01	Page, Mark NYCDEP Flushing, NY	Water Resources	Although he has no specific comments on the two reports, reiterates 31Mar08 letter and requests a meeting with the project team regarding the project's impact on the NYC water-supply system. It is unclear from the Project Director's letter of 1Oct08 whether the project team is aware of the ownership of OCA – it is owned by the Taconic State Regional Park Commission within the project area.	NYCDEP has been invited to be a cooperating agency for the project. They have attended the recent agency meetings, and will be invited to future meetings. The NYS Office of Parks, Recreation, and Historic Preservation is involved in the project as part of the Section 106 consulting parties process. The project team will contact the Taconic State Regional Park Commission office regarding the OCA.
L-07.01	Wolfe, Alden County Legislator Representing Western Ramapo, District 6	Community Impacts	Many constituents are concerned about the details of the project, which is likely to be the project with the widest impact on the community in their lifetime, and decisions made today can potentially have significant negative impact on the people of the community.	Project team members have had meetings with the local communities in the corridor as part of the alternatives analysis phase of the project. During the DEIS phase the project team will continue to meet and share details of the proposed DEIS alternatives with local communities. Potential impacts to the communities will be identified in the DEIS.
L-07.02	Wolfe, Alden County Legislator Representing Western Ramapo, District 6	Property Acquisitions	Expresses serious concern with the CRT and the options of linking it with the Thruway, one of which takes it through properties on Rte 202 before it hooks up with the Thruway.	The impacts of property acquisitions associated with CRT alignments through Suffern will be evaluated in the DEIS.
L-07.03	Wolfe, Alden County Legislator Representing Western Ramapo, District 6	Land Use	Concerned whether existing ROW would be sufficient to support any widening of the roadway, if lanes are to be added. The siting of stations is also very important to people in his district – Suffern, a piece of Airmont, all of Hillburn – who are concerned about having a new station with its attendant traffic.	It is a goal and objective of the project to minimize community disruption, displacements, and relocations. Additionally, traffic impacts associated with proposed transit stations will also be evaluated.

October 2008 Public Information Meetings Comments – Local

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
L-07.04	Wolfe, Alden County Legislator Representing Western Ramapo, District 6	Mitigation	Wants to make sure that there are sufficient mitigation efforts put in place to counteract some of the negative impacts. Existing noise barriers don't work so well, and with widening of roadway and buses and trains added, the problems will intensify for the residents he represents. In raising his concerns he is asking that the DOT makes sure that the impact on the community is carefully balanced against the need for the improved infrastructure.	Mitigation measures will be considered in the DEIS phase for impacts associated with operations of the project alternatives and their construction, as appropriate.

Table 5-4

2008 Public Information Meetings Comments – Group

October 2008 Public Information Meetings Comments – Group				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-01.01	Bosco, Philip Member Rockland Residents Against Flooding Tomorrow (RAFT)	Water Resources	West Nyack-area businesses have experienced more than 30 years of flooding, and the NYS Thruway bridge across the Hackensack River is one of the culprits. There are many others, but this is an opportunity for the state to give serious consideration to widening that bridge for better flow of the river, as we work on other impediments to the flow of the river into New Jersey.	The hydraulic characteristics of the Thruway's principal stream crossings will be evaluated in the DEIS.
G-01.02	Bosco, Philip Member Rockland Residents Against Flooding Tomorrow (RAFT)	Freight Rail Service	If you're going to go with rail service, then, as there is no current freight route across the Hudson between NY and Albany, consider scheduling freight in the off-hours.	Rail freight is not part of the Project Purpose and Need. Shared use of a potential commuter rail line with rail freight service was raised very early in the project planning process and a specific study was undertaken to determine if the study should include a rail freight alternative. The analysis concludes that although rail freight will not be precluded from the corridor, it was not reasonable to include a freight alternative. Other proposed crossings may be better solutions. This was affirmed by the Federal Railroad Administration.
G-01.03	Bosco, Philip Member Rockland Residents Against Flooding Tomorrow (RAFT)	Cost / Financing	Scheduling freight rail service in the off hours might prove to be more helpful in getting Federal aid.	Rail freight service is not in the scope of this project.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-02.01	Carolyn Cunningham Federated Conservationists of Westchester County Rye, NY	Commuter Rail (CRT)	Terrifically disappointed that full-corridor rail has not been chosen. Wants to make sure that the proposal to prepare the bridge for CRT to go at least to NYC, across Rockland, is actually part of the planning. Some of the statements on the PowerPoint presentation suggesting that CRT advances as circumstances and finances dictate make it sound as if we are not necessarily getting a rail-ready bridge, which should be a basic bottom line. It is, for the thousands in our organization, and we hope that somehow during the process you can see the wisdom, environmental and otherwise, of doing full-corridor rail.	All bridge alternatives to be evaluated in the DEIS will include accommodation for CRT from Suffern to GCT.
G-03.01	Dillon, Bob Member Rockland Residents Against Flooding Tomorrow (RAFT)	Water Resources	When the Thruway was originally built in the 1950s, in the area of Nyack and West Nyack, a major stream which used to be the primary source of municipal water supply for village of Nyack was diverted to the Hackensack River, which contributed to the flooding of the West Nyack area and points south into New Jersey. Now is the opportunity for the Thruway Authority to not only re-divert that stream, which originates in the Mountainview Avenue area, back to the Hudson River, but to also alleviate a very serious problem in the village of Nyack regarding the Nyack Creek, which is substantially underground. If the streams are diverted back to their original basin some of the problems causing flooding can be corrected.	The hydraulic characteristics of the Thruway's principal stream crossings will be evaluated in the DEIS. Storm water management is a required element of the DEIS, however stream relocation between drainage basins is not being considered.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-03.02	Dillon, Bob Member Rockland Residents Against Flooding Tomorrow (RAFT)	Water Resources	The construction of roadways has had an enormous negative impact on the Hackensack River and has greatly aggravated flooding. The construction of the Thruway and Routes 303 and 59 and the filling of the Wetlands Area caused flooding. Infrastructures engineered and constructed to a grossly inadequate standard for the demands placed on them led to flooding, so the entire drainage system must be reengineered and reconstructed to meet current and future needs.	The analysis that will be presented in the DEIS will be in accordance with NYSDEC's stormwater and floodplain management regulations, and federal and state wetland- protection regulations. The DEIS is a full- disclosure document that will address project relevant flooding issues along the I-287 corridor.
G-03.03	Dillon, Bob Member Rockland Residents Against Flooding Tomorrow (RAFT)	Environmental Impacts (General)	The Thruway crosses the Hackensack River just south of the confluence of the river and the Demarest Mill Stream at an elevation of approximately 69.2 feet above sea level. On 15 and 16Apr07, the river reached 71 feet above sea level, causing flooding which closed the Thruway for several hours. Flooding will continue until its causes are properly addressed.	The analysis that will be presented in the DEIS will be in accordance with NYSDEC's stormwater and floodplain management regulations, and federal and state wetland- protection regulations. The DEIS is a full- disclosure document that will address flooding issues along the I-287 corridor.
G-03.04	Dillon, Bob Member Rockland Residents Against Flooding Tomorrow (RAFT)	Mitigation	[Among several recommendations detailed in Document 13]; with respect to the Thruway, the NYS Thruway Bridge should be raised to a higher elevation and extended to allow for flow through the floodplain beyond the channel as well as in the channel.	The analysis that will be presented in the DEIS will be in accordance with NYSDEC's stormwater and floodplain management regulations, and federal and state wetland- protection regulations. The DEIS is a full- disclosure document that will address flooding issues along the I-287 corridor.
G-04.01	Drapkin, Jonathan Head Pattern for Progress	Process (General)	Compliments everyone on reaching a point of consensus on how to move forward with this project.	Comment noted.
G-04.02	Drapkin, Jonathan Head Pattern for Progress	Bridge Replacement	Organization supports.	Comment noted.
G-04.03	Drapkin, Jonathan Head Pattern for Progress	Bus Rapid Transit (BRT)	Organization supports.	Comment noted.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-04.04	Drapkin, Jonathan Head Pattern for Progress	Commuter Rail (CRT)	Organization supports at least building bridge now with the capacity to add a rail component.	All bridge alternatives to be evaluated in the DEIS will include accommodation for CRT from Suffern to GCT.
G-04.05	Drapkin, Jonathan Head Pattern for Progress	Cost / Financing	Commenter stated that in 1998 the Governor's advisory group suggested a new bridge with rail component, and in 2008, a month ago, it was announced that a new bridge is needed, with some form of mass transit component, and it didn't indicate how it would be financed. It is frustrating, after 10 years, to have the outline of a plan but no way to finance it.	A finance study is currently under way. Phase 1 of the finance study, <i>Preliminary Financial Studies Phase 1 Report</i> (November 2008) A report on Phase 1 of that finance study has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
G-04.06	Drapkin, Jonathan Head Pattern for Progress	Cost / Financing	The WPA in the 1930s worked because projects were ready to go from the perspective of engineering plans. The federal government might now again be looking for projects to fund, to help economy and put people back to work, so please expedite planning and engineering to take this opportunity for funding.	Comment noted.
G-04.07	Drapkin, Jonathan Head Pattern for Progress	Process (General)	It is ironic that after all these years of discussing replacing the bridge, we are still years away from the engineering documents that would enable us to move forward at the very time when we could make a case for federal funds for a project of such magnitude. Urges team to expedite the timetable for the SEQRA process and engineering in any way possible. Talk to the legislature about it, move process forward.	The project team is committed to satisfying all state and federal requirements to successfully implement this large, complex project in the most expeditious manner. The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-05.01	Getz, Orrin Rockland liaison for New Jersey Association of Rail Passengers (Rail SAWG member)	Commuter Rail (CRT)	Wants to ensure that project serves not just the corridor, but the entire region. There are many opportunities to improve existing services to Rockland County, now, including the Pascack Valley Line, that we do have a rail connection to it, so that we can upgrade service there as part of the investment in the rail infrastructure for Rockland.	A CRT transfer to the Pascack Valley Line was considered in the <i>Alternatives Analysis Report</i> (January 2006) and eliminated due to insignificant ridership.
G-05.02	Getz, Orrin Rockland liaison for New Jersey Association of Rail Passengers (Rail SAWG member)	Transit	It is absolutely vital that there is a transit station, regardless of mode, in South Nyack, to serve that area.	Concerns over the number and location of stations is acknowledged and will be taken into consideration in the DEIS evaluation of the selected transit modes and more specifically, in the future Tier 2 transit analysis.
G-05.03	Getz, Orrin Rockland liaison for New Jersey Association of Rail Passengers (Rail SAWG member)	Traffic / Highway	As we develop the travel times and the benefits of the alternatives, we should do it realistically, based on the actual travel times of commuters now.	Realistic travel times have been used in both the <i>Transit Mode Selection Report</i> (May 2009) and the <i>Alternatives Analysis Report</i> (January 2006) to evaluate the transit modes. The project team will continue to estimate realistic travel times for the transportation analyses conducted in the DEIS.
G-06.01	Kornfeld, Robert J. Jr., AIA Vice President Friends of the Old Croton Aqueduct	Process (General)	[Comments on DOT Meeting Notes for 22Oct08 Section 106 meeting.] FOCA appreciates the opportunity to participate as a consulting party in the Section 106 process. The 22 Oct 08 meeting was informative and well organized, but there is one comment/clarification to be made on notes distributed on 12Nov08. The notes state "impacts on the NHL OCA associated with Tier 1 transit alignments would be analyzed in the DEIS." We do not disagree, but it should be added for the record that all potential adverse effects should be identified as soon as possible and addressed within the Section 106 process. Addressing them in the DEIS alone is not sufficient. If there are adverse effects that the project team does not feel can be readily avoided, we would request that you develop	Adverse impacts, if identified, would be addressed through the Section 106 process. The consulting parties will continue to be consulted throughout the DEIS and Section 106 process, including the evaluation of alternatives.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
			alternatives to be explored with the participation and consultation of the Section 106 consulting parties.	
G-07.01	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Process (General)	The Foundation commends DOT and its partners for a thorough study of the transit and bridge options for TZB.	Comment noted.
G-07.02	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Bridge Replacement	A new bridge is the right decision, as maintaining the current TZB is unsustainable and costly – even though replacement is more expensive at the outset, it will not be over the long term. In addition, the current bridge doesn't meet region's transit needs.	Comment noted.
G-07.03	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Bus Rapid Transit (BRT)	Very encouraged by the decision to include BRT options along the full corridor. This is ideal, because, if properly designed, it could impact more than 80% of the cars crossing bridge in both directions.	Comment noted.
G-07.04	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Regional Planning	Orange County is growing fast, and it and the region will continue expanding, so it is vital that options take growth into account, whether from growth surrounding Stewart Airport, housing, or economic development.	The project has utilized the NYMTC regional approved model that incorporates future population growth factors for Orange County. Stewart Airport is also accounted for in the forecast. However, the project cannot assume any growth or expansion at Stewart unless and until there is a formally approved project on the Transportation Improvement Program (TIP). We will assess growth potential in a qualitative manner in the DEIS.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-07.05	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Transit	Since future growth may be different – telecommuting, jobs moving to economic centers in Westchester County, Connecticut, and Bergen County – it is vital that the project allow for flexibility for travelers. A dedicated busway for BRT along with CRT is a good idea for now and the future, but it will increase the demand for mass transit services in Orange County, and, since park-and-ride facilities are already full, connecting services and terminals and new park-and-ride lots are needed on both sides of the river.	Comment noted.
G-07.06	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Land Use	BRT will not be effective standing alone, so land use policy must go hand-in-hand with transportation policy in order to have effective innovative mass transit, and the project team's support and funding will be needed for both BRT and CRT.	The agencies recognize that land use and transportation planning should be coordinated. In coordination with its smart growth program, NYSDOT is providing funds for training to assist local communities in the planning for transit-oriented development. Land use planning will be addressed in the DEIS.
G-07.07	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Commuter Rail (CRT)	Increase the capacity for CRT so that when the time comes, infrastructure will be ready for increased service in Orange County.	Based on the BPM ridership 2035 ridership projections as shown in the <i>Transit Mode Selection Report</i> (May 2009), the proposed system has capacity for future growth.
G-07.08	Proyect, Nancy Board of Trustees Orange County Citizens Foundation	Cost / Financing	Infrastructure is crucial, and, though expensive, must be invested in, even in an economic downturn, to plan for the future. The Foundation therefore urges the project team to seek funding from any and all sources so that the project can be completed.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.01	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Process (General)	Consider this letter an additional statement of status as an interested or affected person or party under NEPA and accordingly, pursuant to regulations provided by CEQ, please notify us of all NEPA-related documents, as they become available, and NEPA-related meetings, as they are scheduled, related to the project. Similarly, please also consider this an additional statement of status pursuant to SEQRA regulations. 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 ASAP.	We will continue to inform Riverkeeper of NEPA-related and other relevant activities and documents consistent with the applicable regulations.
G-08.02	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Environmental Impacts (General)	Reiterate [they quote their comments from 31Mar08] that they 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 and the communities and environment of Rockland and Westchester Counties.	The project will follow the NEPA and SEQRA processes and disclose project impacts in the DEIS. Necessary measures to avoid, minimize, and mitigate adverse impacts will be investigated in the DEIS. The DEIS will describe the mitigation measures that are to be incorporated into the proposed action. Once mitigation measures are determined to be consistent with regulations, they will be presented as commitments in the FEIS and will be incorporated into the project and implemented as specified in applicable regulations.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.03	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Tiering	Reiterate initial concerns over tiering, and assert that, on the evidence of the September 2008 Scoping Documents, tiering of the environmental review process is still not adequately explained or justified, and results in a plan for a segmented review. They do not agree with the claimed legal foundation for the tiering of the project. The September 2008 Scoping Documents suggest that the agencies are still not formally committed to completing a full EIS on certain transit details, station locations, and site-specific impacts, which are scheduled to be considered in later analyses. However, gratified that September 2008 Scoping Documents indicate that consideration of transit and bridge options is occurring simultaneously, in contrast to the planned analysis of decision-making of early 2008, which had separated the two.	The tiering explanation provided in the <i>Transit Mode Selection Report</i> (May 2009) is a summary discussion. A more detailed discussion is provided in the <i>Scoping Summary Report</i> (May 2009) that will be issued to close the scoping process. Tiering is not an issue in the selection of a transit mode.
G-08.04	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Environmental Impacts (General)	The identification of transit station locations and a complete environmental review of all impacts from those stations is necessary and legally required. Though happy that possible station locations now identified (as this will help with proper evaluation of all environmental impacts and mitigation measures), station locations should be firmly identified and examined ASAP, and in no event later than DEIS. An EA would be insufficient – a full environmental review process is required.	The environmental review of project impacts will be done in accordance with appropriate regulations and guidelines and in accordance with the tiering process described.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.05	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Public Involvement	Intended application of SAFETEA-LU is still not explained in sufficient detail to assure legally mandated public participation and compliance with all facets of NEPA. [Details their case.] “In choosing to specifically name and protect NEPA within the text of SAFETEA-LU, Congress spoke clearly: The mandates of NEPA are not to be undermined in any way by SAFETEA-LU.”	The project team contends that the explanation in the <i>Scoping Summary Report</i> (May 2009) is adequate and intends to perform legally mandated public participation and compliance with NEPA.
G-08.06	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Commuter Rail (CRT)	The recommendation to add CRT to cross the Hudson River on the TZB to connect to the Hudson Line into Manhattan is not adequately justified. Data does not justify the expensive and environmentally intrusive CRT, especially in light of ARC, which has secured large-scale funding and will provide a one-seat transit ride and generally improved rail transit from West of Hudson into NYC.	The section on the transit mode recommendation in the <i>Transit Mode Selection Report</i> (May 2009) has been modified with a more comprehensive explanation.
G-08.07	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Please provide commuter data in straightforward, consolidated manner, showing forecasted demand for the mode, and by what amount the ARC falls short in meeting it, so as to justify the expense and environmental impact of CRT and the bridge to carry it.	Forecasted demand by mode is shown. Additional discussion on ARC has been added to Chapter 5 of the <i>Transit Mode Selection Report</i> (May 2009). As discussed, this project and ARC serve different travel markets.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.08	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Cost / Financing	At public meeting 21Nov08, Project Director stated that the agencies had not yet undertaken the relevant FTA analysis – the cost-effectiveness index – for the project. The <i>Transit Mode Selection Report</i> states that the ratings analysis found that the BRT/CRT and BRT alone were the highest-rated performers and does not differentiate between them as to effectiveness in the main chart (Table 8-3). Please clarify why BRT/CRT option is the preferred option, as opposed to BRT alone, and indicate at what point the FTA analysis will be completed.	The section on the transit mode recommendation in the <i>Transit Mode Selection Report</i> (May 2009) has been modified. FTA cost-effectiveness analysis will be done in the future when application is made to FTA for New Starts Funding.
G-08.09	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Bus Rapid Transit (BRT)	Agree that if a new transit mode must be added for the Suffern-to-Port Chester corridor, BRT is the preferred option.	Comment noted.
G-08.10	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Bridge Rehabilitation	The legal criteria and standards for the sweeping assertion that the rehabilitation options for the TZB are not reasonable must be fully explained.	The <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) has been modified to include reference to the CFR, which stipulates that only reasonable alternatives be considered in the DEIS. The report explains why the rehabilitation alternatives are not reasonable.
G-08.11	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Construction Impacts	All environmental impacts to the Hudson River from the construction of the project must be thoroughly identified. Simply “managing” the impacts is insufficient by the requirements of the findings statement as specified by SEQRA.	We agree that “managing” might not have been the best word choice. The <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) has been modified to more clearly indicate the requirement to avoid, minimize, or mitigate impacts.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-08.12	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Environmental Impacts (General)	All environmental impacts to the Hudson River from the operation of the project must be thoroughly identified. Simply "managing" the impacts is insufficient by the requirements of the findings statement as specified by SEQRA.	We agree that "managing" might not have been the best word choice. The <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) has been modified to more clearly indicate the requirement to avoid, minimize, or mitigate impacts.
G-08.13	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Hudson River	Calls for a comprehensive review of all data gathered on species, habitat, water quality, and ecology located in the vicinity of the project site, and at any other location which could be impacted by the project, by all relevant agencies. Commends Governor Paterson for his formal recognition of the deteriorated state of the Hudson River ecosystem and his intentions to rebuild the river's critical fisheries, and for announcing a new set of initiatives to better understand the estuary ecosystem and restore several imperiled fish species. The current project should be examined and planned in light of the Governor's initiatives.	Project-related data will be provided as requested. The project will be evaluated and planned in light of the Governor's Hudson River Initiative.
G-08.14	Riverkeeper Tarrytown, NY Robert Goldstein, General Counsel Rebecca Troutman, Staff Attorney	Environmental Impacts (General)	Pursuant to the New York Freedom of Information Law, requests information regarding animal and plant species, sediments, habitat, ecology, water quality, and any other relevant scientific information gathered by any involved agency, or their consultants, for the purposes of evaluating the potential environmental impacts of the project and potential mitigation measures. [More details on what is requested.]	Project related data will be provided as requested. The project will be evaluated and planned in light of the Governor's Hudson River Initiative.
G-09.01	Smith, Carol Orange County Chamber of Commerce	Public Involvement	Will be attending 30Oct08 meeting at Central Valley Elementary School.	Comment noted.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-09.02	Smith, Carol Orange County Chamber of Commerce	Public Involvement	Pleased to have the opportunity to speak on behalf of OCCC and its more than 2,000 members.	Comment noted.
G-09.03	Smith, Carol Orange County Chamber of Commerce	Regional Planning	Any decision made must benefit every community in the vicinity, including Orange County, which is the most rapidly growing area in the state. Growth will continue, despite current economic situation, and Stewart Airport will be a big part of the growth, and its increased use will contribute to need for modern transit system.	Planned CRT service improvements on the Port Jervis Line are included in the <i>Transit Mode Selection Report</i> (May 2009). The project cannot assume any growth or expansion at Stewart Airport unless and until there is a formally approved project on the TIP. We will assess growth potential in a qualitative manner in the DEIS.
G-09.04	Smith, Carol Orange County Chamber of Commerce	Bridge Replacement	OCCC supports replacement, regarding it as the best choice in terms of safety, maintenance, and capacity. The current TZB doesn't meet region's transportation needs and a rehabilitated TZB would be insufficient to handle increased growth, especially in Orange County.	Comment noted.
G-09.05	Smith, Carol Orange County Chamber of Commerce	Commuter Rail (CRT)	OCCC states its support for inclusion of both CRT and BRT on a new bridge. Including this element in the planning of structures is essential if the new bridge is to serve the community for decades, and makes realizable the idea of a one-seat ride into NYC from Orange County.	Comment noted.
G-09.06	Smith, Carol Orange County Chamber of Commerce	Bus Rapid Transit (BRT)	Her organization states its support for inclusion of both CRT and BRT on the new bridge. Including this element in planning of structures is essential if new bridge is to serve the community for decades, and makes realizable the idea of a one-seat ride into NYC from Orange County.	Comment noted.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.01	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Bus Rapid Transit (BRT)	The Campaign believes that the selection of cross-corridor BRT and Rockland-Manhattan CRT is right for the I-287 corridor. BRT has the flexibility to serve dispersed suburban markets and can do so cost-effectively, and the analysis in the <i>Transit Mode Selection Report</i> confirms this assertion, projecting that it would attract more cross-corridor ridership than rail.	Comment noted.
G-10.02	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Bridge Replacement	The study team has made a convincing case for replacing the TZB with a new bridge accommodating transit, cyclists, and pedestrians as well as drivers.	Comment noted.
G-10.03	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Public Involvement	It is clear that, since publication of the <i>Alternatives Analysis Report</i> , the study team has refined its analysis of each transit mode, and BRT in particular, as indicated in Chapter 2 of the <i>Transit Mode Selection Report</i> describing enhancements to the BRT alternative resulting from meeting with international experts. These and other changes to the project, such as the selection of a transit mode combination which the team had previously dropped from consideration, likely could not have happened without robust public discussion. They hope that public outreach efforts will continue.	Comment noted.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.04	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Best Practice Model (BPM)	Chapter 5 says that BRT routes were modeled with flat fares because of limitations in the BPM. The Campaign wants to know whether the study team has determined whether a BRT system would have flat or distance-based fares? Will future revenue and ridership projections take into account possibility of distance-based fares, and are there plans to model a BRT using distance-based fares? The BPM projections also represent demand unconstrained by parking availability. How much parking would be required to support forecasted levels of ridership?	At this time BPM is not set up to incorporate a distance-based BRT fare system and, therefore, this analysis will not be included in the DEIS. Fare structures will be evaluated in the future Tier 2 Transit analyses. Parking requirements will be evaluated in the DEIS.
G-10.05	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Land Use	The Campaign applauds the project team's decision to begin land use training in the corridor as a way to better coordinate land use and transportation planning.	Comment noted.
G-10.06	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Transit Oriented Development (TOD)	There is a question as to whether TOD will be feasible around some stations, particularly some in Rockland County which are envisioned as park-and-ride stations. Would the study team be able to run ridership projections based on various build-out and parking scenarios – e.g. park-and-ride vs TOD?	The analysis of consistency with local comprehensive plans and policies will be addressed in detail in the DEIS. The future Tier 2 Transit Environmental Process will evaluate transit centers and stations and park-and-ride improvements. In the course of the analyses, potential economic impacts of stations and other transit facilities will be evaluated, in part with reference to examples of TOD projects elsewhere in the nation.
G-10.07	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Bus Rapid Transit (BRT)	Study team does not indicate which entity will operate a cross-corridor BRT system. At what point in the study does the team plan to address this question?	An operator for the system has not yet been determined; this will be determined at some point in the ensuing process.

October 2008 Public Information Meetings Comments – Group

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
G-10.08	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Cost / Financing	Has the FTA cost-effectiveness criterion been calculated for each alternative, and if so, what were the results? If not, will this be calculated for the selected alternative or all alternatives?	FTA cost-effectiveness analyses have not been calculated on the <i>Transit Mode Selection Report</i> (May 2009) alternatives or options. Such an analysis will be done in the future when application is made to the FTA for New Starts Funding.
G-10.09	Tri-State Transportation Campaign Kate Slevin, Executive Director Steven Higashide, Communications Associate	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Chapter 5 of the Transit Mode Selection Report states that a range of tolls on the HOT lanes was iteratively tested until traffic assignments reached target HOT-lane volumes. What range was tested and how high did tolls go until traffic targets were reached? How did tolls vary by time of day?	Chapter 5 of the <i>Transit Mode Selection Report</i> (May 2009) has been modified to more fully describe the process and data used. The ranges and actual toll amounts are used in the model in terms of relative comparison and do <u>not</u> indicate actual toll rates to be implemented. Actual toll rates will be determined in the final design/project finance stages of the project.

Table 5-5

2008 Public Information Meetings Comments – Public

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-001.01	Adams, J. Donald Tarrytown, NY	Bridge Rehabilitation	Bridge obviously needs rehabilitation at least.	Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-001.02	Adams, J. Donald Tarrytown, NY	Bridge Replacement	A new bridge should offer more lanes for vehicular traffic, which are a necessity.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-001.03	Adams, J. Donald Tarrytown, NY	Transit	Additional transit approaches must be dictated by a thorough analysis of what people will be doing in future. Will commuting to NYC be as prevalent? Will commuting to White Plains and Stamford increase dramatically? Is there an analysis that could encapsulate the projection?	The Best Practice Model (BPM) provides a regional growth forecast to the year 2035, and from the forecasts estimates transit trips. BPM is provided through NYMTC, is the required travel demand model for our region and includes the corridor.
P-001.04	Adams, J. Donald Tarrytown, NY	Traffic / Highway	Where do the cars that cross the TZB go today?	A diagram showing the number and destinations of vehicles crossing the Tappan Zee Bridge is included in the <i>Scoping Update Packet</i> (February 2008), which is available on the project website, www.tzbsite.com .
P-001.05	Adams, J. Donald Tarrytown, NY	Non-Motorized Transportation (Bicycles and Pedestrians)	Accommodating a bicycle/pedestrian path is absurd. Whatever the cost this is a politically correct colossal waste of money.	Comment noted.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-002.01	Alpert, Steven	Bridge Replacement	A replacement bridge is needed, but four lanes each way is already obsolete.	The number of lanes on the bridge has been determined through analysis and recognition of the restrictions on both Rockland and Westchester Counties approaches. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-002.02	Alpert, Steven	Cost / Financing	Given the high costs, get the federal government involved in financing.	Comment noted.
P-002.03	Alpert, Steven	Commuter Rail (CRT)	Full-corridor heavy rail provision is necessary for the future.	CRT alternatives/options were analyzed in the <i>Transit Mode Selection Report</i> (May 2009). CRT from Suffern across the Tappan Zee Bridge and connecting to the Hudson Line will be a component of all alternatives going forward. The reasonableness of including rail freight on a new river crossing was evaluated in the <i>Alternatives Analysis Report</i> (January 2006). The project has not precluded freight as part of accommodating CRT in the corridor.
P-002.04	Alpert, Steven	Bridge Rehabilitation	Keep the old bridge for emergencies.	Even for emergencies, the existing bridge would need to be rehabilitated. Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-002.05	Alpert, Steven	Commuter Rail (CRT)	Supports full-corridor CRT.	Comment noted.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-003.01	Alpert Karell, Linda	Bridge Replacement	Concerned that new bridge will have insufficient capacity if there are only 4 lanes in each direction. Current TZB has 7 lanes and a zipper to reduce congestion based on direction in rush hour. The new bridge will either need a zipper or 5 lanes in each direction.	The number of lanes on the bridge has been determined through analysis. In the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009), all options (except Rehabilitation Option 1) reflect four general-purpose lanes in each direction plus two BRT/HOV/HOT lanes, full shoulders and accommodation for CRT, bikes and pedestrians.
P-003.02	Alpert Karell, Linda	Commuter Rail (CRT)	If, rather than going only to the Hudson Line, CRT continued to White Plains -- a major business center – it would encourage many more motorists to take the train. It would be even better if the CRT went all the way to the New Haven Line, since Rockland commuters could take jobs anywhere along the Eastern or Western ends of Westchester, as well as in Connecticut, and have a one-seat ride to Manhattan as well.	Based on the analyses conducted in the <i>Transit Mode Selection Report</i> (May 2009), full-corridor BRT will be provided from Suffern to Port Chester in addition to CRT from Suffern across the Tappan Zee Bridge and connecting to the Hudson Line. Extension of CRT across Westchester County to the New Haven line was not recommended for this project, but is not precluded for the future.
P-003.03	Alpert Karell, Linda	Traffic / Highway	Has anyone surveyed TZB motorists to find out their ultimate destinations? Any plans should take into account what the taxpayers' needs are.	An origin and destination survey was conducted for the project in 2003. Results of the survey are reflected in the <i>Alternatives Analysis Report</i> (January 2006) and the <i>Transit Mode Selection Report</i> (May 2009).
P-004.01	Andrews, Tom	Non-Motorized Transportation (Bicycles and Pedestrians)	Requests bike path. It is important to make alternative means of transportation available to reduce dependence on cars – it can't wait until bridge is redone to design it in.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-005.01	Beneville, Jeff Newport, R.I.	Property Acquisitions	Following up on a conversation he had with Michael Anderson, commenter sends an aerial photo of the family boatyard – the Julius Petersen Boatyard in Upper Nyack, just north of the TZB.	Comment noted. The boatyard is approximately 1.7 miles north of the bridge.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-006.01	Blanchette, Robert	Non-Motorized Transportation (Bicycles and Pedestrians)	Doesn't know how popular it is, but would be interested in pedestrian/bike path such as on GWB – would not have to drive to work most days. Can this be considered? Thanks for all the great work.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-007.01	Bonanno, Rose	Non-Motorized Transportation (Bicycles and Pedestrians)	It is most important that the project team plans for bicycle passage. Avoid the lack of foresight in new projects that never considered the possibility of bike travel. If we are to address energy and obesity crises, we must ensure that bicycle transit of the bridge is accommodated.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-008.01	Brennan [No first name]	Tunnel	Why is there no tunnel proposal? Tunnels are cheaper to build and require much less maintenance.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-009.01	Brodey, Jesse W.	Process (General)	Offers "a first-hand history of Tappan Zee Bridge snafus" as a cautionary tale about the necessity for proper and thorough planning and coordination among all parties engaged in large projects.	Comment noted.
P-009.02	Brodey, Jesse W.	Traffic / Highway	Highlights problems with exits on I-287, some of which have been recently reported in the press.	Comment noted.
P-009.03	Brodey, Jesse W.	Bridge Replacement	He had suggested a parallel bridge to carry extra lanes, bus lanes, and light rail in a 2003 <i>New York Times</i> Op Ed and is happy to see it considered again.	Comment noted.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-009.04	Brodey, Jesse W.	Bridge Rehabilitation	Bridge is fine – it’s the bottlenecks due to too few lanes and the toll booths that create the traffic jams.	In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-009.05	Brodey, Jesse W.	Traffic / Highway	To solve morning and evening rush hour bottlenecks, build supplemental bridge.	The construction of a supplemental bridge requires the rehabilitation of the existing bridge in accordance with current design standards. Rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-009.06	Brodey, Jesse W.	Traffic / Highway	The entire length of the expressway needs to be widened to four lanes in each direction and toll booths need to be eliminated.	Highway improvement concepts are discussed in the <i>Alternatives Analysis Report</i> (January 2006). One of the key goals of the project is to improve mobility in the corridor by providing mass transit options for the public. As discussed in the <i>Transit Mode Selection Report</i> (May 2009) and reflected in the Purpose and Need for the project, mobility cannot be improved by only increasing the number of lanes in the corridor. Widening the Thruway and the Cross Westchester Expressway as suggested are not feasible. Transit must be part of the solution.
P-010.01	Brown, Beth E.	Property Acquisitions	Resides at 79 Smith Ave., South Nyack. Do bridge replacement plans call for acquisition of some or all of her property? Website shows her property only under the rehabilitation option.	A direct response was sent to this commenter. Property acquisitions indicated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) will be further evaluated as planning continues in the DEIS.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-011.01	Catton, Clifford	Bridge Rehabilitation	Wrote in 2006 in support of tunnel/bridge near Tarrytown, but now believes too expensive, so supports rehab option 3.	In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS.
P-011.02	Catton, Clifford	Cost / Financing	Rehabilitation option 3 is the second least expensive option, though still pricey. In 2004, the <i>New York Times</i> had a story on a new bridge in Penobscot, Maine built for \$89 million. New York should follow their example and not be greedy.	Comment noted.
P-012.01	Centolanzi, Patrick	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Saw a brochure with 2 bridges, with CRT on lower deck of one bridge and 4 general lanes and 1 HOT/HOV lane on each bridge. Instead, if we have 2 bridges, why not place the 2 HOT/HOV lanes on lower level of 2nd span (the 1st span being the one with CRT on lower level)? These lanes could be reversible, and HOT/HOV restrictions could be easier to enforce because they would be separated from the general-traffic lanes. This would allow the spans to be narrower, as each would only have 4 rather than 5 lanes of traffic.	The replacement bridge options that were considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) were developed to be representative of several lane arrangements. As we further develop the bridge alternatives, the lane arrangements will be more firmly defined. The final bridge configuration will be determined in later stages of the project development process.
P-013.01	Chiaia, John F. Esq.	Bridge Replacement	The new bridge seems to be 3 bridges – 2 for motor vehicle traffic and 1 for rail. This layout is less desirable than one large width for motor vehicle traffic. Prefers 1 large width for motor vehicles because a moveable barrier can be used to adjust lanes in peak hours, as is done now.	Comment noted.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-013.02	Chiaia, John F. Esq.	Energy	Incorporate hydro and wind power into project.	The viability of incorporating renewable energy systems into the development will be evaluated during the project's design phase. However, although energy conservation is a consideration in the Purpose and Need and goals and objectives of the project, energy generation does not.
P-013.03	Chiaia, John F. Esq.	Bridge Replacement	Incorporate lighter, stronger, and modern materials into construction, such as carbon fiber.	Bridge construction materials will be determined during the design phase of the project.
P-014.01	Cockerill, John	Tunnel	Encloses an alternate plan for TZB – a rendering of what it would look like with tunnels, with the tunnel entrance located about where main spans begin on the eastern side (the long curve of the eastern deck truss seems to be preserved). He asks: "Have you tried to estimate this? The tunnels in New York are still good. Why not try to build it so it lasts?"	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-015.01	Composto, Andrea	Property Acquisitions	79 Smith Ave., Nyack. Web site doesn't indicate which properties will be affected by new bridge, and to what extent. She has many concerns, including property value, quality of life, health, and economic concerns.	A direct response was sent to this commenter. Property acquisitions indicated in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) will be further evaluated as planning continues in the DEIS.
P-016.01	Credi, Mazen	Commuter Rail (CRT)	Please include a rail link that would connect Metro-North with New Jersey Transit.	CRT alternatives/options were analyzed in the <i>Transit Mode Selection Report</i> (May 2009). The selected transit mode includes CRT from a connection with the Port Jervis Line in Suffern across the Tappan Zee Bridge and connecting to the Hudson Line. This CRT configuration will be a component of the DEIS alternatives going forward.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-017.01	Curley, Michael	Property Acquisitions	Not making information public is unfair to people who have worked all their lives for their homes.	Public involvement has been and remains a component of the project development process. The project team will continue to utilize the project website, community specific meetings, focused stakeholders meetings and the Stakeholders Advisory Working Group (SAWG) meetings, as well as open house presentations and the required DEIS public notice and hearing process consistent with the <i>SAFETEA-LU Section 6002 Coordination Plan</i> .
P-018.01	Curran, Jennifer	Bridge Replacement	Which option will be the preferred alternative for replacement of TZB?	Replacement bridge options were considered, analyzed, and the results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The final bridge configuration will be determined in later stages of the project development process.
P-018.02	Curran, Jennifer	Traffic / Highway	Is a climbing lane in South Nyack part of the preferred option?	The need for climbing lanes was initially studied in the <i>Alternatives Analysis Report</i> (January 2006). Traffic analysis will be done in the DEIS both with and without climbing lanes. This will include safety analyses and modeling of traffic volumes and speeds to determine whether the climbing lanes are warranted. Should climbing lanes be warranted, associated impacts would be evaluated and mitigation, if necessary, identified.
P-018.03	Curran, Jennifer	Traffic / Highway	If a climbing lane is part of the plan, have the resulting impacts been evaluated?	The need for climbing lanes was initially studied in the <i>Alternatives Analysis Report</i> (January 2006). Traffic analysis will be done in the DEIS both with and without climbing lanes. This will include safety analyses and modeling of traffic volumes and speeds to determine whether the climbing lanes are warranted. Should climbing lanes be warranted, associated impacts would be evaluated and mitigation, if necessary, identified.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-019.01	Davis, Gary W.	Non-Motorized Transportation (Bicycles and Pedestrians)	Strongly supports inclusion of a non-toll pedestrian/bicycle pathway. Such a facility is necessary and in keeping with New York's need to support tourism, health and reduced carbon emissions.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-020.01	DeBarros, Damiao	Tunnel	A tunnel would have been a much better solution and, given advances in tunneling technology, would be cost- and time-effective. Several tubes could provide for transit, truck, and car traffic, and there would be minimal effect of weather on traffic flow and less physical and aesthetic impact on the environment. Why was a tunnel to replace the bridge ruled out?	Various tunnel options for both highway and rail were evaluated and dropped from further consideration because they did not meet Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-021.01	Dingman, Timothy	Public Involvement	When will the public be able to see images of the proposed construction?	The DEIS will describe project-related construction activities. The DEIS also will include a detailed analysis of visual and aesthetic impacts of the project, including visual simulations.
P-021.02	Dingman, Timothy	Tunnel	Was the tunnel alternative never seriously considered?	Various tunnel options for both highway and rail were evaluated and dropped from further consideration because they did not meet Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-022.01	Duprey, Demerese A.	Transit	Don't build a new bridge without designing in rail and bus.	As concluded in the <i>Transit Mode Selection Report</i> (May 2009) and presented in the <i>Scoping Summary Report</i> (May 2009) each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC, including the Tappan Zee Bridge.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-022.02	Duprey, Demerese A.	Community Impacts	Given the enormous cost of the project, make an effort to employ local firms and workers rather than those from elsewhere, to support the local economy, especially in communities that will be directly impacted.	It can be expected that a considerable portion of the labor and material used on the project will come from New York State sources. However, under current law, mandating the use of local material or local labor mandates is not permitted.
P-023.01	Durkin, Thomas W.	Public Involvement	The open house held in White Plains High School was inaccessible by public transportation. <i>Bee-Line</i> bus service at that location ends at 6:30, and by 8 pm there is no service at all. By contrast, Rockland Community College – the site of a meeting on the following day – has bus service past midnight. Transit-dependent citizens are far more affected by this project's transit decisions than are drivers, but the hearing venue limited their participation.	There were two public meetings held at the White Plains High School on October 28, 2008. The earlier meeting included a presentation at 4:30 PM followed by a formal comment period. The Agencies appreciate your letter and will look more closely at the proximity of mass transit and the needs of transit-dependent citizens when arrangements are being made for future meetings
P-023.02	Durkin, Thomas W.	Public Involvement	Please ensure that sites chosen for any future Westchester County events (hearings, meetings, open houses) have transit service running late enough so people without cars can get home. Westchester County Center is one such location.	Comment noted.
P-024.01	Fielding, Carolyn	Public Involvement	Wants to educate self on the depth of the TZB project. Asks project team to please forward materials on the project. As a representative of Marriott, also wants to be considered as a hotel vendor for this and other projects.	A large array of project documents can be found on the project website at www.tzbsite.com .

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-025.01	Fine, Raymond	Commuter Rail (CRT)	Airmont resident, concerned about a possible station 100 feet from his bedroom in a house built in 2004. Asks why planning, which began in 2002, failed to foresee the situation.	Concern over the impacts of a potential Airmont Road CRT station is acknowledged. We would like to point out that the CRT service plan for Option 4D in the <i>Transit Mode Selection Report</i> (May 2009), upon which the transit mode selection was based, did not include an Airmont Road CRT station. However it did include a possible BRT station. The environmental implications of stations will be broadly evaluated at a planning level in the EIS and at a detailed level in the future Tier 2 Transit Environmental Process. Potential impacts to properties such as yours will be presented in both documents.
P-025.02	Fine, Raymond	Property Acquisitions	Objects to a train station in Airmont so close to condos he lives in, and asks why the state doesn't buy up the properties and build the station on those properties.	It is a goal and objective of the project to minimize community disruption, displacements, and relocations. Additionally, impacts associated with proposed transit will also be evaluated for each alternative. The DEIS alternatives do not include a commuter rail station in Airmont.
P-025.03	Fine, Raymond	Transit	Alternatively, why not put the train down the Thruway and save a lot of money.	Alignment alternatives for CRT in Rockland County will be presented in the DEIS. All CRT alternative alignments are within the Thruway ROW in Rockland County.
P-025.04	Fine, Raymond	Land Use	Alternatively – since the state is coming to the aid of the Simon Malls property in Nanuet and building a station there by moving the rails – it can move the rails away from his condo.	Comment noted. It is a goal and objective of the project to minimize community disruption, displacements, and relocations.
P-025.05	Fine, Raymond	Regional Planning	Wants to know why the project team allowed the Planning Board of the Town of Airmont to change the zoning so that Pulte could build 1,400 apartments 100 feet from the train that you is being considered. Claims that this decision may be grounds for a lawsuit.	The project team has no connection with or approval authority over the Planning Board of any town.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-026.01	Fischer, Patricia	Maps	Do you have a map illustrating the placement of the new bridge and the Tarrytown entrance point?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate possible design scenarios in Tarrytown. However, these may be modified during the ongoing DEIS process.
P-026.02	Fischer, Patricia	Commuter Rail (CRT)	Where in Tarrytown is the proposed link for Rockland to NYC to be placed?	The <i>Transit Mode Selection Report</i> (May 2009), Chapter 4, presents a possible alignment for the link. However, alternative alignments will be investigated as the DEIS analysis progresses.
P-026.03	Fischer, Patricia	Air and Noise	What steps will be used to abate the noise from new bridge?	Results of the project level noise analysis will be presented in the DEIS. Where appropriate, mitigation or abatement measures will also be identified.
P-026.04	Fischer, Patricia	Mitigation	What steps will be taken to abate pollution from bridge traffic in Tarrytown and Rockland?	Results of the project level air quality analysis will be presented in the DEIS where appropriate mitigation or abatement measures will also be identified.
P-026.05	Fischer, Patricia	Bridge Replacement	Why is the new bridge being built north of existing TZB instead of south of it?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) has been modified to document the basis for the northern alignment.
P-026.06	Fischer, Patricia	Bridge Replacement	If the new bridge is to the north of the existing bridge, will the entrance onto the Tarrytown side remain where it is, or be moved to the north?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate the Tarrytown connection. Alternatives will be further developed in the DEIS.
P-026.07	Fischer, Patricia	Bridge Replacement	The existing bridge forms an S shape – will that remain?	Alternatives will be further developed in the DEIS. Alignments used for screening reasonable alternatives retained the S shape in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-026.08	Fischer, Patricia	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Will the existing toll plaza remain?	It is assumed that a toll plaza of some sort will remain. The toll plaza is a design element of the highway that will be developed as part of each alternative. Through this process, impacts associated will be evaluated and mitigation, if necessary, identified.
P-026.09	Fischer, Patricia	Property Acquisitions	What public or private property will be affected in building on the Tarrytown side as it pertains to a) the new bridge; b) light rail; c) Rockland-Westchester bus link; and d) entrance and exit ramp reconfiguration?	It is a goal and objective of the project to minimize community disruption, displacements, and relocations. Impacts associated with proposed replacement bridge and transit accommodation will also be evaluated for each alternative in the DEIS.
P-027.01	Fleischmann, David	Transit	It is highly commendable that the new bridge will have mass transit, but it is not clear whether or not it will have a one-seat ride to Manhattan via Metro-North Hudson Line. Will a transfer at Tarrytown be necessary or not? There is no information on the predicted impact to current mass transit options (ferry, coach buses like Red and Tan, and New Jersey Transit Railroad).	As concluded in the <i>Transit Mode Selection Report</i> (May 2009) and presented in the <i>Scoping Summary Report</i> (May 2009) each alternative to be evaluated in the DEIS will include an accommodation for cross corridor BRT and CRT from Suffern to the Hudson Line to NYC, including the Tappan Zee Bridge. A one-seat ride to Manhattan is provided in all alternatives.
P-027.02	Fleischmann, David	Commuter Rail (CRT)	Any new CRT across TZB would compete with existing train service through New Jersey, which may lead to it being discontinued if ridership declines. If that happens, Rockland residents would lose ability to travel by train to New Jersey destinations, most notably Newark Airport, through connecting service at Secaucus Junction. Has this potential been discussed with the relevant stakeholders, and if so, what solutions have been considered to address it?	The project team has coordinated with NJTransit CRT service plans for the project design year. That service plan provides mainline service for the Orange/Rockland County markets. It is not expected that any CRT service would be reduced as a result of the proposed project.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-028.01	Frae, Alan	Maps	Lives in South Nyack right next to Thruway and would like to see the plans for that area.	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate possible design scenarios in S. Nyack. However, these may be modified during the ongoing DEIS process.
P-029.01	Gambino, Donald	Non-Motorized Transportation (Bicycles and Pedestrians)	Please include bicycle and pedestrian walkways on the new bridge. Very important. They will be used as mass transit and will benefit the quality of life for all who use it, and will also alleviate some of the vehicular traffic.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-030.01	Goldstein, Robert	Non-Motorized Transportation (Bicycles and Pedestrians)	It is crucial that a bike path be part of the plan.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-031.01	Goodman, Jessica	Construction Impacts	Lives in South Nyack and is trying to sell house; buyers just backed out because they heard construction would start in 2012 very close by. Who can I speak to get the most specific information regarding where bridge will be and when and how construction would impact my neighborhood?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate possible design scenarios in S. Nyack. However, these may be modified during the ongoing DEIS process
P-032.01	Gualtieri, Richard	Cost / Financing	Concerned about the high cost of the project.	Comment noted.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-032.02	Gualtieri, Richard	Transit	Concerned about the possibility that transit will not be built.	The agencies are committed to the advancement and implementation of the complete multimodal project. Employment of tiering to allow advancement of a transit ready bridge and highway improvements while advanced transit planning is carried out in future Tier 2 Transit Environmental Process is a clear indication of this commitment.
P-032.03	Gualtieri, Richard	Bus Rapid Transit (BRT)	Bus is cheaper and better.	The <i>Transit Mode Selection Report</i> (May 2009) provides the rationale for the recommended transit modes.
P-033.01	Hendershot, David P.	Bridge Replacement	Commutes every day over the Hudson River from Port Jervis to one of 3 or 4 locations in Westchester County. Thinks project team did a great job on this proposed new bridge.	Comment noted.
P-033.02	Hendershot, David P.	Commuter Rail (CRT)	The new rail link “will be a godsend for me.”	Comment noted.
P-033.03	Hendershot, David P.	Public Involvement	Will do his part with letters and calls to his elected officials. Project team needs to be “ready to jump start this thing,” because it looks like the federal government might be willing to “get the ball rolling.”	Comment noted.
P-033.04	Hendershot, David P.	Community Impacts	The impact on the region, both short-term (job creation) and long-term (regional growth and easing congestion on I-287), cannot be underestimated.	The DEIS will include analysis of community impacts.
P-034.01	Higgins, Daniel	Energy	The Hudson River is an asset – there is an opportunity to put turbines in the superstructure of the bridge and generate power to pay for much of the cost of construction. The river is one of the greatest potentially free green energy sources on the East Coast, and the project doesn’t address this.	The viability of incorporating renewable energy systems into the development will be evaluated during the project’s design phase. However, although energy conservation is a consideration in the Purpose and Need and goals and objectives of the project, energy generation does not.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-034.02	Higgins, Daniel	Regional Planning	Incorporate Sleepy Hollow into the rail line, install a solar wind farm, put LRT in there and that might help pay.	Transit options were evaluated in the <i>Transit Mode Selection Report</i> (May 2009). Energy conservation is one of the projects goals and objectives. Energy generation is not.
P-034.03	Higgins, Daniel	Cost / Financing	The federal government will finance the project if the project capitalizes on this way to create clean, endless power for Hudson Valley forever; the legacy of the project team will be assured, and we might even be able to close Indian Point.	Energy generation is beyond the purview and scope of this project.
P-035.01	Hirsch, Jennifer	Property Acquisitions	Are South Nyack homes to be taken down for new bridge and will others have a wall or the Thruway in their front yard?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate possible design scenarios in S. Nyack. However, these concepts may be modified during the ongoing DEIS process. The need for and locations of future noise abatement walls will be established based on the noise analysis provided in the DEIS.
P-035.02	Hirsch, Jennifer	Maps	Where are the relevant maps/plans?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) provides several maps that illustrate possible design scenarios in S. Nyack. However, these may be modified during the ongoing DEIS process. They have been available at the project website, www.tzbsite.com and at various public repositories throughout the corridor communities.
P-036.01	Hoffman, Charles	Commuter Rail (CRT)	For TZB CRT crossing, rather than change trains on the eastern side of the river to complete the trip to GCT, use prime movers that are both diesel- and 3rd rail-capable.	The proposed CRT service plan presented in the <i>Transit Mode Selection Report</i> (May 2009) provides a one-seat ride from Rockland to Grand Central Terminal. Transfers are not required.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-036.02	Hoffman, Charles	Commuter Rail (CRT)	Once the connector from Suffern is in place, the old Southern Tier Line from Buffalo can be upgraded for high-speed service directly to GCT in 3 ½ hrs. Canadians would be interested in completing the high-speed end from Toronto to Buffalo.	Analysis of such a system is beyond the scope of the current study.
P-036.03	Hoffman, Charles	Transit	There wouldn't be a need for another tunnel into GCT if a TZB route without a transfer were available.	Comment noted.
P-037.01	Hollis, Mark	Park-and-Ride Facilities	Concerns about parking and station location in an already-congested area lead him to suggest that, after the new bridge is built, part of the current causeway can be left in place, and, after appropriate modifications, including pedestrian bridges connecting it to new bridge, used for commuter parking. Can expand laterally, if necessary, using newer panels now used on current bridge. No land would be needed. Might even allow car detailing/oil change businesses for commuters to get cars serviced while at work.	The disposition of the existing structure will be evaluated in the DEIS.
P-038.01	Ilowite, Jerry	Evaluation Criteria	The evaluation criteria are off – the study estimates that few drivers will be diverted to transit, so how does this lead to alleviation of congestion?	One goal of the project is to reduce congestion and improve mobility in the Corridor. That will be accomplished by considering a range of TDM/TSM initiatives, highway improvements and new transit service.
P-039.01	Inskeep, Judith	Public Involvement	Thank you for the informative Autumn newsletter. Although she now lives in Pennsylvania, returns to Westchester County frequently.	Comment noted.
P-039.02	Inskeep, Judith	Commuter Rail (CRT)	Alternative 4A, extending CRT across Westchester and on to the New Haven Line, would be very useful; 4B would also be good. Rail is essential – it is much better for the environment and for alleviating congestion.	Alternatives 4A and 4B have been evaluated and dropped from further consideration in the DEIS.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-040.01	Irvine, Gerald	Commuter Rail (CRT)	Alternative 4A is best, as it extends CRT across Rockland to Suffern, for future expansion to Stewart Airport, and extends CRT across Westchester to New Haven Line, while also serving auto, truck, bike, and pedestrian needs. Rebuilding infrastructure is the prescription cited in economic advisory reports to keep America working and Alternative 4A is best for this purpose while meeting nation's future transportation needs.	Full corridor CRT across Westchester County has been evaluated but not recommended for further consideration. However, extension of commuter rail in the future will not be precluded by this project.
P-041.01	Jacob, Klaus H.	Public Involvement	Submits as an attachment the personal notes (edited) prepared for the 16Oct08 Stakeholder meeting in Westchester, which he used for his oral presentations and questions in the Q&A. Asks that they be entered into the official record before the public comment period ends for Tier 1 Review. [Three main items are in the next three comments] Appreciates consideration of these concerns and looks forward to a reply that addresses the concerns in administrative AND technical terms. See appendix for complete comment.	Comment noted. A detailed, written response was sent to the commenter.
P-041.02	Jacob, Klaus H.	Bridge Replacement	There is insufficient clearance above River Road at the west landing of the bridge in Grandview/South Nyack given sea level rise projections for the next 150 years, which is the time horizon in the technical presentations as the likely lifespan for the new bridge.	The potential impact of any sea level rise was not a differentiating criterion between the rehabilitation and replacement options. A more detailed analysis will be performed during the DEIS. Sea level design criteria is specified by the US Army Corp of Engineers and will be verified in the DEIS.
P-041.03	Jacob, Klaus H.	Seismic Performance	There are questions about the seismic performance of friction pilings should more detailed liquefaction engineering studies show any potential for buckling of the pilings in the foundation systems.	An analysis of the seismic performance of friction pilings is contained in the <i>Seismic Assessment</i> (July 2008), which is available at the project office in Tarrytown.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-041.04	Jacob, Klaus H.	Tunnel	Will tunnel options be reconsidered if and when detailed foundation engineering turns out to raise the costs for bridge options above those of tunnel options? [Details in attached notes]	Tunnel options will not be reconsidered in the DEIS. Analyses for this decision are contained in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-042.01	Joshi, Elisabeth B.	Bridge Rehabilitation	The bridge is structurally sound according to one of the workers on it, who would not risk his life if it weren't.	In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. It will be maintained in a safe condition until the replacement bridge is completed.
P-042.02	Joshi, Elisabeth B.	Non-Motorized Transportation (Bicycles and Pedestrians)	If you wanted foot and bicycle traffic why didn't you design for it 52 years ago when bridge was built if it was so important?	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-042.03	Joshi, Elisabeth B.	Cost / Financing	Where do you think you will get the money for all of the ideas you have been considering for this project?	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-042.04	Joshi, Elisabeth B.	Process (General)	Typically, engineers think without weighing the consequences of their actions, as is indicated by the stupid construction of Indian Point on the Ramapo Fault, as well as its proximity to the cities of Buchanan and Peekskill.	The NEPA process requires the consideration of the consequences of the reasonable alternatives under evaluation in the DEIS.
P-042.05	Joshi, Elisabeth B.	Bridge Rehabilitation	You spent \$10 million to renovate TZB years ago and it was completely restored, so what is the problem? Wouldn't it make more sense to reinforce the bridge if it needs that than to take it down and sell the parts for souvenirs? Too much of this trend in the US; bridges in Europe are centuries old and fine. And the Brooklyn Bridge is more than 150 years old and it and others are fine, will last many more years, and will even have special celebration; TZB is only 52 years old.	The report entitled <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) presents information relevant to the condition of the existing Tappan Zee Bridge.
P-042.06	Joshi, Elisabeth B.	Bridge Rehabilitation	TZB has a unique construction – a legacy of the architect who designed it. It is unlike more modern bridges in the area. Give it a chance to live several more years with service to the public, including it in a special celebration too.	In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. The historic status and unique features of the bridge will be considered and addressed in the DEIS.
P-043.01	Kitay, Yosaif	Air and Noise	Lives by Spring Valley Toll Plaza (his house is less than 100 ft away) and noise from traffic, trucks, braking, and construction is bad.	Noise impacts of the proposed project will be evaluated and presented in the DEIS. Where appropriate, locations for mitigation measures such as noise walls will be identified in the document.
P-043.02	Kitay, Yosaif	Construction Impacts	On a number of occasions – some that were months long – where the construction takes place between midnight and 6 am, sleep is constantly disturbed.	Construction noise impacts will also be analyzed in the DEIS.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-043.03	Kitay, Yosaif	Mitigation	Sound barrier “desperately” wanted, as the noise is very disruptive of daily life.	The need for additional sound barriers and other mitigation will be analyzed and identified in the DEIS.
P-044.01	Lederman, Billie	Non-Motorized Transportation (Bicycles and Pedestrians)	For environmental, health and safety reasons, it is essential that the new TZB be constructed with an adequate bicycle and pedestrian path. Many people commute to work and this will provide access to Rockland and Westchester Counties by bicycle. Conveys thanks for including this proposal in the plan.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-045.01	Lee, Barton	Process (General)	Allendale, New Jersey resident, interested in signing up for a SAWG.	To join a SAWG, please call the project office at 914-3580600 or email us at www.tzbsite.com
P-045.02	Lee, Barton	Bridge Replacement	His travels around US suggest to him that a cable-stayed suspension bridge would be best for the TZB.	Comment noted.
P-045.03	Lee, Barton	Process (General)	Met Michael Anderson last night and was most impressed with the project.	Comment noted.
P-045.04	Lee, Barton	Bridge Replacement	Feels that replacement of the TZB is the most practical and cost-effective way of satisfying the needs of the tri-state area for the next 100 years.	Comment noted.
P-046.01	Levy, Michael	Energy	Proposes installing renewable energy systems on bridge to help pay for it – solar and wind turbines.	The viability of incorporating renewable energy systems into the project will be evaluated during the project’s design phase. However, although energy conservation is a consideration in the Purpose and Need and goals and objectives of the project, energy generation does not.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-046.02	Levy, Michael	Cost / Financing	Proposes that the project team get Merrill Lynch to launch a fund to pay for the project.	A finance study is currently under way. Phase 1 of the finance study, Preliminary Financial Studies Phase 1 Report (November 2008) has been released and is available at the website www.tzbsite.com . However, Phase 1 does not include specific finance scenarios. The many potential solutions will be formulated in the subsequent phases of the finance study, currently underway, concurrent with the advancement of the DEIS.
P-047.01	Madden, John V, P.E.	Commuter Rail (CRT)	In the <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> , Subchapter 2.3.4 Table 2-1, Design Criteria: Element 9 Vertical Clearances, the proposed condition on the TZB states 17' 9" over CRT (TOFC) Min. In order to accommodate potential future rail freight in this corridor, which will be built to last 100 years, recommends that the design criteria be changed to at least 23'-0", which is the recommended standard in the Manual for Railway Engineering of the American Railway Engineering and Maintenance of Way Association (AREMA).	The current design criteria for the project includes the AREMA standard of 23'. This is also indicated on page 3 of the <i>Alternatives Analysis for the Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). As the alternatives are developed in the DEIS and the associated impacts evaluated, deviation from the standard of 23' may be considered.
P-047.02	Madden, John V, P.E.	Commuter Rail (CRT)	Again, in Table 2-1: Element 12 Structural Capacity: Proposed condition on TZB states Rail – 65,000 lb axle load. This condition would only support movement of 263,000-lb gross weight railcars, and is insufficient to carry current industry standard railcar of 286,000 lbs gross weight. To accommodate future potential rail freight in corridor, recommends design criteria be changed to Cooper E-80 loading, the AREMA standard, which will accommodate both current industry standard and new 315,000 lb-gross weight railcar.	The design criteria have been changed to Cooper E-80. We are not aware of any bridges in the US with a span as great as the TZB that have been designed to carry Cooper E-80. For the purposes of screening the alternatives, a "reasonable" loading was proposed and evaluated. It was not intended to be the established criterion for the project. That will be established in the DEIS and any required deviation documented.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-047.03	Madden, John V, P.E.	Bridge Replacement	Table 2-1 Element 16 Navigation Clearance: Proposed condition on TZB states that 139 ft is the minimum, and 155 ft desirable. The navigation clearance element refers to the vertical clearance (“air draft”) at the shipping channel in the Hudson River, above Mean High Water, 8 foot Stage, as measured at Albany, NY. As this bridge structure will be over the Hudson River for 100 years, he recommends that the design criteria be changed to 155 foot minimum, which is the Bridge Guide Clearance for the Hudson from Irvington to Newburgh, as established by the USCG. In addition, he recommends that an element be added for Horizontal Navigation Clearance, and that the horizontal clearance of 1,500 feet, as contained in the USCG Bridge Guide Clearance, be added to the design criteria.	The referenced guide is not intended to be used as a criterion. As stated in the guide, its use cannot guarantee a permit. However, in an effort to determine this critical design element, a preliminary notice requesting input from the maritime community was sent from the US Coast Guard on January 16, 2009. It will be reflected in the DEIS.
P-047.04	Madden, John V, P.E.	Commuter Rail (CRT)	TMS 4.1 East-of-Hudson and West-of-Hudson Rail Service. Metro-North Commuter Rail Service doesn’t exist in a vacuum, but the text and map fail to show freight operations and trackage rights of other Railroads. Suggested details will help text and map show regional and interstate nature of a new railroad crossing of the Hudson.	The requested details related to freight operations and trackage rights of other railroads is beyond the scope and purview of this study.
P-047.05	Madden, John V, P.E.	Commuter Rail (CRT)	TMS 4.1.2 Key Vehicle Concepts has a false statement about double-stack freight rail not being operable with Electric Multiple Units because of a clearance restriction under a catenary. There is no such restriction.	The text in Subchapter 4.1.2 has been modified to reflect this comment.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-047.06	Madden, John V, P.E.	Commuter Rail (CRT)	TMS 4.1.2 Key Vehicle Concepts statement about dual-mode locomotives is misleading at best: "...the combination of diesel with overhead catenary is not proven technology at this time." Both New Jersey Transit and AMT in Montreal have these on order, and this dual-mode locomotive will be used by New Jersey Transit to operate commuter trains through the new ARC tunnel to the new 34th Street Station.	The text in Subchapter 4.1.2 has been modified to reflect this comment.
P-047.07	Madden, John V, P.E.	Commuter Rail (CRT)	TMS 4.1.2 Key Vehicle Concepts statement about electric locomotives is false: "...they are not mixed with freight rail because the catenary wire would interfere with double – stack freight cars (not a problem with third rail)." With respect to the first part of this statement, see the discussion concerning AREMA standards above. With respect to the second part, the Transportation Technology Center, Inc. (TTCI), in Pueblo, Colorado, a subsidiary of the Association of American Railroads (AAR) will confirm that AAR Clearance Plate "H" for double-stack container cars does not clear third rail electrification.	The text in Subchapter 4.1.2 has been modified to reflect this comment.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-047.08	Madden, John V, P.E.	Commuter Rail (CRT)	<p>TMS 4.2.1 Technology states: "There is a possibility that bi-level passenger cars can be developed that are compatible with the Park Avenue tunnel; if this possibility is realized, such cars would then be usable in this corridor as well." Amtrak P32AC-DM dual-mode locomotives, MNR P32AC-DM dual-mode locomotives, and the NJT Bombardier multi-level commuter cars are all Amtrak Equipment Dimension Code "1". As MNR allows operation of both Amtrak and MNR P32ACDM locomotives through the Park Avenue Tunnel into GCT, then NJT Bombardier multi-level cars should also be able to be operated through the Park Avenue Tunnel into Grand Central Terminal. Accordingly, the use of the bi-level Bombardier commuter coaches into GCT should be investigated and a test movement requested through the MNR VP-Operations.</p>	<p>The text in Subchapter 4.1.2 has been modified to reflect this comment. In addition, the study of bi-level cars through the Park Avenue Tunnel into GCT is outside the scope of the study.</p>

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-047.09	Madden, John V, P.E.	Commuter Rail (CRT)	<p>TMS 4.3.1 Alternative 4A: “The track would be electrified from Suffern to Port Chester and to the Hudson Line via third rail.” Electrification with third rail will impose a clearance restriction which would not otherwise exist. As a result, it would restrict the potential future movement of freight across the Hudson. Double-stack railcars (AAR Plate “H”) and high-capacity multilevel auto rack cars (AAR Plate “K”) would be prohibited for movement because of interference with the third rail in the lower quadrant of the clearance envelope. As the Tappan Zee Line will be a connection to the national rail network and will be a crossing of the Hudson River, a major impediment to east-west movement between New York State and New England, NYSDOT should not intentionally create a mobility obstruction to the future movement of freight. The line could be electrified with catenary and Metro-North could operate the line with the new M-8 commuter rail cars, which can draw power from either catenary or third rail. Track maintenance under catenary is significantly less complicated than track maintenance in third rail electrified territory. If the line is not electrified, could operate the service with their existing design dual-mode locomotives and coaches, as they do on the Hudson Line to Poughkeepsie.</p>	<p>The use of catenaries was not considered for cross-Rockland County, as it connects to the Hudson Line, which is third rail. The potential catenary to third rail system integration considerations to accommodate future freight movements on the Hudson Line from the Tappan Zee Bridge are beyond the scope and purview of this project.</p>

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-047.10	Madden, John V, P.E.	Commuter Rail (CRT)	Recommends that NYSDOT retain ownership of the Tappan Zee Rail Line, including the new bridge. NYSDOT can lease the line to Metro-North for operation and maintenance of the track and signal system (and the electric power system, if constructed). This would preserve the right of NYSDOT in the future to select a designated freight operator to provide rail freight service from the Southern Tier across the new bridge into NYC and Long Island.	Ownership of the rail service will be determined at a later date. Rail freight is not part of the Project Purpose and Need and will not be considered as part of the alternatives.
P-048.01	Milano, Lisa	Non-Motorized Transportation (Bicycles and Pedestrians)	Cyclist living in Rockland. Supports bike/pedestrian walkway.	Comment noted.
P-048.02	Milano, Lisa	Regional Planning	This is an exciting moment and a time to look ahead to the future of transportation and recreation, and past the current single-rider car culture of the suburbs. Good luck with the task at hand.	Comment noted
P-048.03	Milano, Lisa	Non-Motorized Transportation (Bicycles and Pedestrians)	As someone who was raised only a few minutes from the Bear Mountain Bridge and now lives minutes from the George Washington Bridge, very familiar with the art and majesty that our Hudson crossings behold. Please do the river and community justice as its beauty deserves and a bike path from which to enjoy it all.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-049.01	Morgan, Maureen	Commuter Rail (CRT)	<p>After 7 years and \$57 million the study team has presented its plan for the corridor. Its initial goal was to provide a plan to mitigate congestion on that corridor but, almost immediately, it was clear that getting commuters to Manhattan on a one-seat ride was more important, second only to Metro-North's determination to connect to its territory in Rockland by rail. . At no time were members of the stakeholders groups allowed to consider a full-length commuter rail, from Suffern to Stamford, connecting 5 existing north/south rail lines and four states, without the Hudson River rail connection. This connection jacks up the cost of this option by at least a billion dollars if it is even feasible. From the start it was clear that BRT was the preferred option for the full-length mass transit choice, not because it was the best option but because it was cheapest and allowed Metro-North to make Hudson Line connection without being burdened with building a full-length commuter rail that served the fastest-growing city in the region and the Westchester county seat – White Plains.</p>	<p>CRT alternatives/options were analyzed in the <i>Transit Mode Selection Report (May 2009)</i>. Included in the analysis was a cross-corridor CRT mode (Alternative 4A). However, based on the analysis presented in the report, the recommend transit mode includes CRT from Suffern across Rockland County and connecting to the Hudson Line in Tarrytown. The recommended mode also incorporates cross-corridor BRT from Suffern to Port Chester. CRT was one of the topics presented and discussed at the Traffic and Transit Stakeholders' Advisory Working Group. The <i>Transit Mode Selection Report (May 2009)</i> also evaluated a cross corridor CRT without a Hudson Line Connection and that combination attracted the fewest riders.</p>
P-049.02	Morgan, Maureen	Bus Rapid Transit (BRT)	<p>BRT requires an exclusive lane in order to be rapid and has all the same problems of the HOV and many more. After 7 years the study team has only come up with a "concept" for the BRT, its preferred option. So the public has no details to look at, even now.</p>	<p>The <i>Transit Mode Selection Report (May 2009)</i> presents three BRT options: 3, 3A, and 3B, and maps showing alignments for these options are presented in Chapter 2. All alternatives to be evaluated in the EIS will include cross-corridor BRT. As these alternatives are developed and refined, the public will have ample opportunity to participate and comment.</p>

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-049.03	Morgan, Maureen	Commuter Rail (CRT)	CRT is part of the plan, but not for Westchester County. CRT would run from Suffern, in Rockland, across new TZB, to Tarrytown, where it will tunnel underground into a huge curve that will surface to meet existing Hudson Rail Line, just missing the historic Lyndhurst complex. There are serious issues regarding whether a tunnel connection is even workable.	Further details of CRT connections to the Hudson Line will be developed and presented in the DEIS.
P-049.04	Morgan, Maureen	Commuter Rail (CRT)	Despite the dominance of the east/west travel pattern and the existence of 5 north/south rail lines, team members continue to claim that numbers didn't work for CRT option in Westchester but that it does for the Hudson connection. But in order to make Hudson connection work they had to steal 12,000 city-bound commuters from the New Jersey Transit service and add them to potential riders on the Hudson connection. Well before the TZB project gets off the drawing board, the ARC project will be built. This connection will offer the Rockland commuters a one-seat ride into Manhattan, making the Hudson connection redundant.	A comparison of results (<i>Transit Mode Selection Report</i> (May 2009), page 5-8, Daily Transit Ridership Figures) between the rail across Westchester Alternative 4A and the selected modes (rail to Manhattan and BRT across Westchester County), clearly indicates that there is a high demand for intra-county transit, which is better served by BRT. There is an overlap in the potential markets served by ARC and Tappan Zee Bridge services. However, transit users originating in markets served by the two projects would prefer to ride a transit service that terminates either on the east side or the west side of Manhattan, depending on their work location, and in the case of East Rockland County users, depending on their origin. Employment projections indicate that the employment split between the east side and the west side will be approximately 45 percent to 55 percent in 2035.
P-049.05	Morgan, Maureen	Commuter Rail (CRT)	The proposal is stunningly backward-looking and excessively expensive. While the entire country and the world are rediscovering the environmental and economic advantages of rail mobility we are opting for an asphalt-dependent solution for the future. The parallel bridges and causeways considered will be particularly disruptive to the life of the river as well as extraordinarily expensive.	Comment noted.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-049.06	Morgan, Maureen	Process (General)	The schedule for completion of the bridge is far into the future – 2017. With the supply of global energy under real stress in the near term, to opt for a road solution while maintaining the leisurely pace of the study is stunningly irresponsible. Where are our elected officials when we need them?	The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-050.01	Mulhern, Thomas J.	Property Acquisitions	Concern about potential property acquisitions and process of notification and compensation.	It should be noted that all potential property acquisitions presented to date are preliminary and subject to change as the DEIS proceeds. Information regarding the process of property acquisition can be found through the project website, www.tzbsite.com . All affected property owners will be contacted directly by the project team to explain impacts, their rights under the law and appropriate compensation or mitigation.
P-051.01	Paul, Sidney	Air and Noise	Salisbury Point, South Nyack resident. New bridge will come close to apartments; concerned about noise impact.	The DEIS will provide an analysis of potential noise impacts during construction and operation of project alternatives. An extensive background noise-monitoring program has been conducted and appropriate abatement measures will be developed, where necessary.
P-051.02	Paul, Sidney	Mitigation	Hopes DOT will look into reducing noise impact.	Abatement measures related to project-generated noise levels will be presented in the DEIS.
P-052.01	Paul, Zyrille	Air and Noise	Salisbury Point, South Nyack resident concerned that new bridge will come close to apartments and have adverse noise impact.	The DEIS will provide an analysis of potential noise impacts during construction and operation of project alternatives. An extensive background noise-monitoring program has been conducted and appropriate abatement measures will be developed, where necessary.
P-052.02	Paul, Zyrille	Construction Impacts	Concerned that construction activity – specifically, noise – will affect quality of life.	Construction noise levels will be estimated and presented in the DEIS. Appropriate abatement measures will also be identified in the DEIS.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-052.03	Paul, Zyrille	Mitigation	Hopes DOT will look into reducing noise impact.	Abatement measures related to project-generated noise levels will be presented in the DEIS.
P-053.01	Prophet, Gary	Process (General)	The process seems faster now, and therefore better.	The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-053.02	Prophet, Gary	Tiering	The idea of doing the highway first, then transit, is bad.	The project is being tiered so that construction of a replacement bridge can be advanced as much as practicable consistent with existing environmental regulations and procedures.
P-054.01	Richards, Paul	Tunnel	Requests recent report reviewing tunnel options. Concerned that the level of engineering detail necessary to rule out a tunnel has either not been done or is not available. Need the detailed comparison of engineering challenges and cost estimates of bridge versus tunnel before we can move on. Reiterates request for tunnel report.	The information was forwarded to the commenter and receipt was confirmed.
P-055.01	Richards, Paul	Bridge Replacement	Concerns were raised regarding foundation replacements for the causeway section and for any section for which friction piling is contemplated. It was requested that a state-of-the-art earthquake design study be conducted.	The team performed an extensive analysis of a replacement foundation system for both the existing and replacement bridge. This was conducted to confirm the feasibility of both the rehabilitation of the existing bridge and the construction of a replacement bridge, as documented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The specific information requested can be found in the Seismic Assessment Report, referenced to the above noted report and provided to the commenter at the time the comment was received.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-056.01	Saferstein, Michele	Tunnel	Outraged that tunnel option was quickly off the table with what doesn't seem to have been an objective and full evaluation.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-056.02	Saferstein, Michele	Land Use	Where is the new replacement option going to be built, other than north of the current TZB?	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) indicates an option for the location of the Tappan Zee Bridge. During the DEIS, plans for the location of the bridge will develop as impacts are assessed and modifications made.
P-056.03	Saferstein, Michele	Cost / Financing	Costs should be publicly disclosed, and they will vary with location proposed and whether the new bridge replaces or supplements the existing one.	Costs for a replacement bridge are presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009).
P-056.04	Saferstein, Michele	Environmental Impacts (General)	The proposed location or options for the location of the new bridge should be disclosed, since environmental impacts will vary depending on choice.	The <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) concluded that single and dual level bridge replacement options would be evaluated in the DEIS. The location and arrangement will continue to develop in the DEIS as impacts are identified and modifications are made. As information becomes available it will be shared with the public.
P-056.05	Saferstein, Michele	Land Use	Would like to see more information presented publicly on the specifics of land entrances and related other land usage under consideration.	This information will be presented and made available to the public as it is developed in the DEIS.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-056.06	Saferstein, Michele	Tunnel	Would like to see more information presented publicly on the specifics of the evaluation and conclusions around the usage of advanced tunnel technologies.	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005).
P-057.01	Sannerud, Jim	Non-Motorized Transportation (Bicycles and Pedestrians)	TZB needs bicycle and pedestrian path. There is currently no way to cross the Hudson River by bike or on foot between the George Washington Bridge and the Bear Mountain Bridge. As gas prices increase and commuters seek alternative non-polluting forms of transport, bike access to bridge will be necessary. Please plan for the future.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-058.01	Saunders, Alexander	Commercial Highway Vehicles	Current process ignores the heavy freight component of the traffic stream on the TZB. Approximately half the ton miles of traffic is heavy freight, and commercial freight is also major factor in wear and tear, air pollution, and accidents. The study should focus on heavy freight, particularly long-distance interstate heavy freight. The corridor is not just serving a local market of car commuters.	The studies underway for the Tappan Zee Bridge / I-287 Corridor Project consider freight as part of the traffic stream being evaluated. Best Practice Model (BPM), which is one of our fundamental planning tools, considers commercial traffic including heavy trucks in its traffic mix.
P-058.02	Saunders, Alexander	Tunnel	The costs of tunnels are being grossly overestimated. An in-depth cost comparison of comparable projects worldwide would show tunnels to be much cheaper than the cost anticipated for TZB. [In support, submits document showing overview of costs for a 6-km-long tunnel in Italy.]	Various tunnel options for both highway and rail were evaluated and dropped from further consideration due to not meeting Level 1 and Level 2 screening criteria. This is documented in the <i>Alternatives Analysis for Hudson River Highway Crossings</i> (July 2007) and the <i>Alternatives Analysis for Commuter Rail Hudson River Crossings</i> (September 2005). The project team is confident in tunnel cost estimates.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-058.03	Saunders, Alexander	Regional Planning	The region relevant to the project is much broader than the area of the study, particularly when rail freight and traffic to New England and LI are considered. Expand the region to include all of the Northeast and far to the west of Suffern.	The Best Practice Model (BPM) region encompasses 28 counties of the NY metropolitan area. The model also estimates transportation trends of vehicles entering and exiting this large region. The reasonableness of including rail freight on a new river crossing was evaluated in the <i>Alternatives Analysis Report</i> (January 2006).
P-058.04	Saunders, Alexander	Visual Impacts	We have a duty to the environment and to the Hudson Valley. The view shed of an extremely large new bridge, brutally flat as drawn, is not visually acceptable.	The DEIS will include an analysis of visual impacts of the project including impacts of a replacement bridge. Visual simulations of the bridge will be provided in the DEIS.
P-058.05	Saunders, Alexander	Environmental Impacts (General)	Light and noise pollution have always been a problem, and will continue to be.	The impacts of noise and lighting (as part of visual analysis) for each of the alternatives will be evaluated in the DEIS.
P-058.06	Saunders, Alexander	Air and Noise	Regional air quality has to be brought into standard. The ability to scrub air in a tunnel and a truck-on-train situation is almost mandatory at this point.	Air analysis will be conducted as part of the DEIS. Impacts associated with each alternative will be identified and appropriate mitigation measures will be developed, where necessary.
P-059.01	Schroeder, Joan	Water Resources	Behind our condos – The Retreat @ Airmont – a USACE storm drain detention mitigation project was built to replace wetlands. The storm drain fills from Thruway runoff. This is a unique ecosystem, feeding into many area streams. If the land is lowered, wetlands will die off; if it is raised as proposed, much flooding will result.	A stormwater management analysis will be performed and presented in the DEIS. That analysis will address potential impacts to adjoining properties.
P-059.02	Schroeder, Joan	Environmental Impacts (General)	We have 28 bird species within walking distance from the edge of the Thruway's property but not within confines of ecological studies done by the MTA. Impacts to the wetlands will in turn impact these species. Expand the study.	Where important ecological habitats occur along the I-287 corridor, an analysis of project impacts to those habitats will be performed and mitigation measures identified.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-059.03	Schroeder, Joan	Community Impacts	We hope your consultants would make a complete study of all areas in Rockland, including land around the condos in Airmont.	The DEIS will include analyses of potential noise and other environmental impacts during construction and operation of the project. Appropriate mitigation measures will be developed, where necessary.
P-060.01	Shakman, Jane	Non-Motorized Transportation (Bicycles and Pedestrians)	Lives in Ossining. Avid cyclist. Would like to see bicycle/pedestrian path over the new bridge.	Bike and pedestrian accommodation is part of the Project Purpose and Need statement. It has been included in all rehabilitation and replacement options considered in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009) and will be integral to each alternative as it is developed in the DEIS.
P-061.01	Suri, Anil	Commuter Rail (CRT)	The environmentally correct, financially sound solution is a direct rail line to NYC on the western shore of the Hudson River.	Comment noted.
P-061.02	Suri, Anil	Bridge Rehabilitation	Rehabilitate the existing TZB for traffic only.	The <i>Transit Mode Selection Report</i> (May 2009) presents the foundation for the decision to include BRT and CRT in the solution for the Tappan Zee Bridge/ I-287 Corridor Project. In accordance with current design standards, rehabilitation options were considered, analyzed and results presented in the <i>Alternatives Analysis for Rehabilitation and Replacement of the Tappan Zee Bridge</i> (March 2009). The report concludes that rehabilitation of the bridge is not reasonable and will not be further considered in the DEIS. Without new transit, congestion and mobility improvements cannot be accomplished.
P-062.01	Tangredi, John	Public Involvement	SAWG Transportation member. Announcements for public information meetings should go to SAWG members by mail and email.	Comment noted.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-063.01	Truss, William and Susan	Community Impacts	South Nyack residents whose house is slated for demolition. The building the first TZB destroyed parts of the town, so would like residents and Nyack officials to meet with the design team to see what can be done to avoid detrimental community impact on the village this time.	Project team members have had meetings with many of the local communities in the corridor as part of the alternatives analysis phase of the project and will continue to do so in preparation of the DEIS.
P-063.02	Truss, William and Susan	Bus Rapid Transit (BRT)	Drop CRT component and go with Option 3A. The projected reduction in traffic of only 6,000 cars per day doesn't merit the substantial increase in cost for the construction and yearly maintenance for Option 4D.	Full-corridor BRT Options 3A, 3B, and 4D, are presented in the <i>Transit Mode Selection Report</i> (May 2009). All alternatives to be evaluated in the DEIS will include cross-corridor BRT.
P-063.03	Truss, William and Susan	Traffic / Highway	Eliminate Exit 10 in South Nyack. It is a residential community only, and the increase in traffic through village would be disruptive.	Recommendations for improvements to the Thruway, including interchanges, will be part of the DEIS where the impacts and mitigation will be evaluated.
P-063.04	Truss, William and Susan	Air and Noise	Significant pollution results from Exit 10.	Air and noise analysis will be conducted as part of the DEIS. Impacts associated with each alternative will be identified and appropriate mitigation measures will be developed, where necessary.
P-063.05	Truss, William and Susan	Bridge Replacement	The new bridge will be a landmark structure for the area.	Comment noted.
P-063.06	Truss, William and Susan	Visual Impacts	Aesthetics will be as important as function for the new bridge.	The DEIS will include an analysis of visual and aesthetic impacts of the project.
P-064.01	Vogel, Ken	Commuter Rail (CRT)	If the MTA can connect to Stewart Airport, if it can get track near the TZB site, and if the 100-mph radius curve tracks called for in the design are realized, then there would be many benefits to the region, to access to NYC, and growth.	The connection to Stewart Airport is outside the scope of this study. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study. Potential improvements to Stewart Airport, including a possible rail link, will be addressed in a qualitative manner in the DEIS.

October 2008 Public Information Meetings Comments – Public				
Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-064.02	Vogel, Ken	Transit Oriented Development (TOD)	If there is a rail connection to Stewart, Newburgh could see TOD; if the Putnam Branch and the West Shore Line are reactivated for passenger rail, the system would have more stations and even more TOD sites along the way would be possible, rather than just a high-speed one-seat ride for a few.	The connection to Stewart Airport is outside the scope of this project. However, the Stewart connection service is being considered by Metro-North in a separate West of Hudson Regional Transit Access Study. The potential use of the Putnam Branch and the West Shore Line are not feasible for a variety of reasons and are not part of the DEIS.
P-064.03	Vogel, Ken	Transportation Demand Management / Transportation Systems Management (TDM/TSM)	Instituting high-speed tolls (<i>EZ-Pass</i>) on every interstate highway would be a way of paying for this project and others.	Comment noted.
P-064.04	Vogel, Ken	Regional Planning	The desire to complete the loop around NYC by way of a completed I-287 is driven by the fact that each US city that has a completed loop around it experienced greater economic growth on the loop than in the city center, and New York is one of the few cities without a completed loop. A loop will only be possible with a road/rail tunnel between Port Chester and Glen Cove, Long Island.	Comment Noted. However, a connection to Long Island is outside the scope of this project.
P-065.01	West, John	Public Involvement	Attended the public information meeting in Rockland on 29Oct08. The presentations were very informative and the documents posted on the Web site are also helpful, but there is one puzzling issue, and that is CRT.	Comment noted. Additional questions can be answered by contacting the Community Outreach Center at (914) 358-0600.

October 2008 Public Information Meetings Comments – Public

Comment Number	Person/Affiliation	Comment Category	Summary of Comments	Response
P-065.02	West, John	Commuter Rail (CRT)	<p>Analyses assume that a substantial number of trips will choose the route across Rockland and along the Hudson Line to GCT rather than using the Main-Bergen and Pascack Valley Lines to Penn Station. Two sets of questions arise: 1) a) How favorable is the route to GCT? (How many trips have substantial time savings and how many have only marginal savings?) b) What is the effect of splitting service between GCT and Penn Station on the frequency and attractiveness of service on the Main-Bergen and Pascack Valley Lines? 2) a) How would the attractiveness of the proposed CRT plan compare to extending ARC to GCT? b) What would the trip times between Suffern or Spring Valley and GCT be crossing the Hudson River at the Tappan Zee as opposed to crossing the Hudson River at Penn Station? c) How much more frequent would service be on the Main-Bergen and Pascack Valley Lines if service were not split to the Hudson Line, and how would this affect their attractiveness? Although the merits of extending ARC from Penn Station to GCT are outside the TZB corridor, it does affect the value of the proposed CRT. Are the questions outlined here ones that will be included in the analysis?</p>	<p>The benefits of CRT service to Grand Central Terminal (GCT) are documented in the <i>Transit Mode Selection Report</i> (May 2009). The impacts of the ARC project are included in the analysis provided in this report. Evaluating an extension of ARC to GCT is beyond the scope of this project.</p>