



COUNTY OF ROCKLAND
OFFICE OF THE COUNTY EXECUTIVE

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C. SCOTT VANDERHOEF
County Executive

March 31, 2008

Michael P. Anderson, P.E., Project Director
Tappan Zee Bridge/I-287 Environmental Review
660 White Plains Road, #340
Tarrytown, NY 10591

Dear Mr. Anderson:

Please see the attached memoranda from the Rockland County Departments of Transportation and Planning, Health, and Highways—which includes the Rockland County Drainage Agency—concerning the County's comments on the Scoping Update Packet. If you have any follow-up questions, please advise. We look forward to your continued cooperation on this project.

Thank you for your attention to this matter.

Respectfully,

Vincent Altieri
Director of Intergovernmental Relations



COUNTY OF ROCKLAND
DEPARTMENT OF PLANNING

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Tappan Zee Bridge/I-287 Corridor
Rockland County comments on the February 2008 Scoping Update Packet
March 31, 2008

GENERAL

Interstate Commerce

- This corridor is a critical transportation link between the Mid-Atlantic States and the New England States and the importance of this must be emphasized when determining the planned transportation needs and when funding is analyzed, particularly at the federal level. This link is important locally, regionally, and nationally.

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Environmental Justice

- Rockland County is home to many cultures and economic groups, even if one only measures a narrow band along the I-287 Corridor from Hillburn to Nyack. The principles of Environmental Justice must be employed to their fullest in order that all affected persons are involved and considered in this process, and to ensure that this environmental review is fundamentally fair.

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Orange County Growth

- How will Orange County population growth be taken into account regarding transit mode selection and connections? Increased development to the north and west, including potential casinos in Sullivan County, will continue to generate more traffic in a corridor that is already at capacity.

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Stewart Growth

- The Port Authority of NY & NJ and the MTA just announced their joint study to explore ridership growth on the Metro-North Port Jervis commuter rail line and will develop transit options to serve Stewart Airport in Newburgh, NY. The study should ensure the results of this study are fully incorporated into the corridor planning since a connection can be achieved in the Suffern-Hillburn area. Even prior to the conclusion of the joint study, data developed pursuant to that study should be examined by the Study Team and incorporated into related TZB/I-287 traffic analyses.

Commuter Rail

- Provision of a one-seat rail ride from Rockland County to Manhattan via a new Hudson River crossing is a key priority for Rockland. This transit alternative will play a critical role in addressing our growing transit needs, relieving congestion in the corridor and improving air quality and quality of life. Although Rockland County residents currently have access to limited transit services to New York City, they have no direct rail link. This void serves as a disincentive for residents to use transit, since a number of current transit options to NYC involve a lengthy, two-or three-seat ride. Of the Counties that surround NYC, Nassau, Suffolk, Westchester Counties in NY, Fairfield County, CT, and portions of Northern New Jersey enjoy one-seat CRT service to Manhattan, and the Long Island Counties will be served with rail access to both the Eastside and Westside of Manhattan. Most of these rail networks were built decades ago. However, Rockland County still does not have a one-seat ride into Manhattan, let alone both Eastside and Westside access.
- Commuter rail's best and highest usage is captured when the rail line serves a large Central Business District. That CBD is Midtown Manhattan. The provisions for a one-seat ride will improve transit options for West of Hudson Commuters, reduce commuter trips using local roadways to access the rail station in Tarrytown, and reduce SOV traffic on the regional road network and Hudson River crossings.

03

Corridor

- Rockland County asserts that widening along the corridor should only occur to implement a transit component and that any expansion in Rockland must stay within the existing Right of Way. In addition the final corridor configuration must be designed to minimize impacts on adjoining land uses.

Truck-Climbing Lanes in Rockland County

- Rockland County remains concerned that all of the alternatives have proposed truck-climbing lanes. Rockland County would like to see alternatives that can be modeled both with and without truck-climbing lanes so it can be determined if the proposed climbing lanes are actually necessary. This is especially important because of the potential impacts from a miles-long westbound climbing lane.
- There is a need to study ways to reduce truck traffic in the corridor or separate it to minimize the effect on general use lanes, especially during peak AM and PM travel times. This could help eliminate the need to build climbing lanes through parts of Rockland.

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Route 59 Corridor

- This study must include treatment of the Route 59 corridor as a local transit alternative, including highway improvements, priority signalization for transit and incorporation of transportation/land use connections.

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SPECIFIC

Section 2.5

Rockland County Transit

- Rockland County operates the Transport of Rockland (TOR), a fixed route transit system with 11 local routes in the County. The County also operates the TAPPAN ZEEExpress (TZx) commuter bus service to White Plains Transit Center and Metro-North Railroad station in Tarrytown. The Orange-Westchester Link (OWL) bus serves Rockland and Westchester, with service originating in Orange County. Other local bus service is provided

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by Clarkstown Mini-Trans with five routes and the Spring Valley Jitney with two routes. Four private companies provide bus service from Rockland to New York City with stops at the Port Authority Bus Terminal, George Washington Bridge Station, Lower Manhattan and Brooklyn.

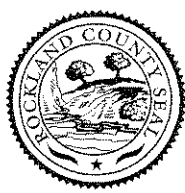
- Include the I-Bus from Connecticut that provides service to White Plains.
- Clarify the comment that “west of Hudson Rail line is at capacity “ and “west of Hudson Rail line is underutilized”. Does this include the issues associated with the Pascack Valley Line sidings and signal improvements?
- North of the I-287 corridor in the Village of Haverstraw there are two ferry services that operate two routes. The first provides service from Haverstraw to Ossining’s Metro-North Railroad station. The second Ferry service provides direct service from Haverstraw to Yonkers and Lower Manhattan (WFC and Pier 11).
- The Access to the Region’s Core project is now in the SDEIS phase.

FIGURE 1-3

- This figure shows the movement of New Jersey trips over the Tappan Zee Bridge as almost 20,000 vehicles per day. No matter what transit mode is selected, the study area must go outside the half-mile limits to study how to provide service for these commuters. Instead of having massive Park and Ride lots along the corridor that will attract commuters from all over, the transit trips needs to start in New Jersey. The analysis of the transit mode outside the half-mile corridor will also improve the movement of the 17,000 Rockland residents who travel to New Jersey for employment as well as for commuters who travel through Rockland to reach NJ destinations.

Table 1-1 and Table 1-2

- Please confirm the footnote on the NYMTC Best Practice Model (BPM) data dating from 1996 and the 2004 traffic counts collected as part of the study. Why are the 2004 counts not included in the BPM?



County of Rockland

ROCKLAND COUNTY DEPARTMENT OF HEALTH

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KATHLEEN HENRY, RN, MA
Deputy Commissioner of Health

THOMAS M. MICELLI, P.E.
Director Environmental Public Health

March 28, 2008

TO: Vincent Altieri
Rockland County Executive's Office

FROM: Joan Facelle, M.D.
Commissioner of Health

SUBJECT: Comments For I-287 Corridor

The Rockland County Health Department would like to take this opportunity to comment on Scoping Update Report for Tappan Zee Bridge/I-287 Corridor dated February 2008.

There is a significant need to continue to investigate the public and environmental potential impacts as outlined in Section 6.2 Natural Environment.

Therefore, the Rockland County Department of Health requests study data pertinent to Section 6.2 Natural Environment as it becomes available.

JF:ag



**COUNTY OF ROCKLAND
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CHARLES H. VEZZETTI
Superintendent of Highways
Chairman, Drainage Agency

EDWARD F. DEVINE
Executive Director

To: Vincent Altieri, Esq.
Office of the County Executive

From: Charles H. Vezzetti
Superintendent of Highways

Subject: Tappan Zee Bridge/I-287 Corridor Scoping

Date: March 31, 2008

The Rockland County Highway Department and Drainage Agency have been requested to provide input regarding the above matter. Please note the following:

1. Any proposed improvements along the I-287 corridor in Rockland County should not prevent or impede proper drainage of storm water traveling south under I-287. Moreover, the planning and engineering design for any proposed construction should incorporate drainage related improvements along the entire corridor. The improvements should be designed with in put and review from the Rockland County Drainage Agency and the other interested and involved agency's. In particular, the I-287 corridor area in West Nyack, NY should receive special attention.
2. Foreseeable increases in traffic on State and County roads along the corridor, especially along RT 59, due to corridor improvements planned by the TZ/I-287 Corridor 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.

Please contact the undersigned if you have any questions.

Thank you.

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