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MR. PLOTCHYK: Thank you, sir.
Nancy.

MS. PROYECT: Thank you for the
opportunity to comment.

On behalf of the Board of Trustees
and members of the Orange County Citizens
Foundation, we commend the Department of
Transportation and its partners for the
thorough study of transit options and
bridge rehabilitation/replacement options
for the Tappan Zee Bridge.

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As a nonprofit organization that
advocates for the greater public good in
Orange County, we are keenly aware of the
difficulties many of our residents face in
commuting over the Tappan Zee Bridge each
day.

Based on study results, it is clear
that the Executive Committee has made the
right decision in choosing a replacement
option for the Bridge. While the Bridge
continues to meet safety standards (due to
the diligence of the Thruway Authority's
maintenance staff) the long-term prognosis

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for the current structure is unsustainable and costly. Additionally, the Tappan Zee Bridge, as it stands, does not meet the regions's mass transit needs.

While replacing the Bridge is a costly proposition, it will prove to be the best long-term solution to the constant repair and capacity issues that we now face. Rehabilitation could prove just as costly and would not provide a real long-term solution. It's clear that we have no choice. We must replace the Tappan Zee Bridge with a more technologically-advanced, structurally-sound bridge to ensure the safety of our residents and their quality of life into the future.

We are very encouraged by the Executive Committee's decision to include bus rapid transit options along the full corridor. This decision indicates that the Department of Transportation and its partners recognize that bus rapid transit is an ideal choice for the new bridge,

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because, with proper design, it would impact over 80 percent of the cars crossing the Bridge in both directions.

03

As the DOT and its partners realize, Orange County is a fast-growing area, and even with the current downturn in the economy, we expect the County and the region to continue to expand in the future. It is vital that the options studied take this excess growth into account. Whether it comes from growth surrounding Stewart Airport, continued housing construction, or economic development trends, this region is poised for expansion.

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On the same note, it is important to recognize that growth may occur differently than in the past. As telecommuting begins to affect the way people work, as jobs move to different centers, and as more and more commuters travel to economic centers in Westchester, Connecticut, and Bergen County, it is vital that we offer as much flexibility as

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possible to travelers. Including a dedicated causeway for bus rapid transit along with commuter rail is a good decision for our riders today and in the future.

Please keep in mind as the study progresses, however, that implementing bus rapid transit through the corridor will increase demand for mass transit services in Orange County. Many of our park-n-rides are filled to capacity and our roadways in certain areas are stressed with commuter traffic. The design of this system is critical and must include connecting services, with terminals and park-n-ride lots on both sides of the River. Bus rapid transit will not be effective standing alone. Land use policy must go hand-in-hand with transportation policy if we are to implement innovative mass transit effectively. We will need your support and funding to meet demand.

This need for support extends to commuter rail as well. Providing commuter



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rail on the new bridge helps lay the
groundwork for improved and additional
rail service in Orange County and beyond.

We encourage you to work closely with the
MTA (Metro-North) and New Jersey Transit
to increase capacity here now, so that
when it's time to increase commuter rail
service in Orange County, we have the
infrastructure available to do it quickly
and cost-effectively.

Finally, we appreciate the
leadership's recognition that funding --
funding infrastructure is vital to the
economic well being and safety of our
residents. Infrastructure is expensive
and in uncertain financial times there may
be a desire to curb spending on roads,
bridges, and mass transit. However, this
is a long-term project, by your estimates,
a 100-150 year bridge. Our economic
slowdown is short term. It is vital to
our future that this project be fully
funded -- project be funded fully, with an
eye towards the long-term benefits of a

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new bridge with commuter rail and bus rapid transit. We urge you to consider any and all possible funding sources as soon as possible to determine how the project can be completed.




The Citizens Foundation remains at your service to provide ongoing input from the Orange County community.

Again, thank you for the opportunity to comment.


MR. PLOTCHYK: Thanks very much.

All right. This concludes the public information meeting.

Thank you very much for attending.

 Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

George Paschalis

From: Nancy Proyect [nancy@occitizensfoundation.org] **Sent:** Mon 11/3/2008 7:22 PM
To: tzbsite@dot.state.ny.us
Cc:
Subject: Comments Submission
Attachments:  [tappan zee bridge statement -- replacement & transit options.doc\(52KB\)](#)

Dear Mr. Anderson,

Attached please find the comments that were made on October 30th on behalf of the Orange County Citizens Foundation. We would like to submit them formally to the study group.

I realize that attendance at the public information meetings in Orange County were not well attended, but we do appreciate your continued outreach to our community.

Best regards,
Nancy

Nancy Proyect
President
Orange County Citizens Foundation
PO Box 525
Sugar Loaf, NY 10981
Phone: 845-469-9459
Fax: 845-469-3145
Email: nancy@occitizensfoundation.org
Website: www.occitizensfoundation.org

Statement to the Tappan Zee Bridge/I-287 Environmental Review Team
Central Valley High School
October 30, 2008

Thank you for the opportunity to comment. On behalf of the Board of Trustees and members of the Orange County Citizens Foundation, we commend the Department of Transportation for the thorough study of transit options and bridge rehabilitation/replacement options for the Tappan Zee Bridge.

As a nonprofit organization that advocates for the greater public good in Orange County, we are keenly aware of the difficulties many of our residents face in commuting over the Tappan Zee Bridge each day.

Based on study results, it is clear that the Executive Steering Committee has made the right decision in choosing a replacement option for the bridge. While the bridge continues to meet safety standards (due to the diligence of the Thruway Authority's maintenance staff) the long-term prognosis for the current structure is unsustainable and costly. Additionally, the Tappan Zee Bridge, as it stands, does not meet the region's mass transit needs.

While replacing the bridge is a costly proposition it will prove to be the best long-term solution to the constant repair and capacity issues that we now face. Rehabilitation could prove just as costly and would not provide a real long-term solution. It's clear that we have no choice. We must replace the Tappan Zee Bridge with a more technologically-advanced, structurally-sound bridge to ensure the safety of our residents and their quality of life into the future.

We are very encouraged by the Executive Steering Committee's decision to include Bus Rapid Transit options along the full corridor. This decision indicates that the Department of Transportation and its partners recognize that bus rapid transit is an ideal choice for the new bridge because, with proper design, it could impact over 80% of the cars crossing the bridge in both directions.

As the Department of Transportation and its partners realize, Orange County is a fast-growing area, and even with the current downturn in the economy, we expect the County and the region to continue to expand in the future. It is vital that the options studied take this expected growth into account. Whether it comes from growth surrounding Stewart Airport, continued housing construction, or economic development trends, this region is poised for expansion.

On the same note, it is important to recognize that growth may occur differently than in the past. As telecommuting begins to affect the way people work, as jobs move to different centers, and as more and more commuters travel to economic centers in Westchester, Connecticut, and Bergen County, it is vital that we offer as much flexibility as possible to travelers. Including a dedicated causeway for Bus Rapid Transit along with commuter rail is a good decision for our riders today and in the future.

Comment [sm1]: Maybe not in the future, BRT can be displaced when automobile demand is high.

Please keep in mind as the study progresses, however, that implementing bus rapid transit throughout the corridor will increase demand for mass transit services in Orange County. Many of our park-n-rides are filled to capacity and our roadways in certain areas are stressed with commuter traffic. The design of this system is critical and must include connecting services, with terminals and park-n-ride lots on both sides of the river. Bus rapid transit will not be effective standing alone. Land use policy must go hand-in-hand with transportation policy if we are to implement innovative mass transit effectively. We will need your support and funding to meet demand.

This need for support extends to commuter rail as well. Providing commuter rail on the new bridge helps lay the groundwork for improved and additional rail service in Orange County and beyond. We encourage you to work closely with the MTA (MetroNorth) and New Jersey Transit to increase capacity here now so that when it's time to increase commuter rail service in Orange County, we have the infrastructure available to do it quickly and cost-effectively.

Finally, we appreciate the leadership's recognition that funding infrastructure is vital to the economic well being and safety of our residents. Infrastructure is expensive and in uncertain financial times there may be a desire to curb spending on roads, bridges, and mass transit. However, this is a long-term project -- by your estimates, a 100-150 year bridge. Our economic slowdown is short term. It is vital to our future that this project be funded fully, with an eye towards the long-term benefits of a new bridge with commuter rail and bus rapid transit. We urge you to consider any and all possible funding sources as soon as possible to determine how the project can be completed.

The Citizens Foundation remains at your service to provide ongoing input from the Orange County community. Again, thank you for the opportunity to comment.

Submitted by:

Nancy Proyect
President