

This document is the Final Environmental Impact Statement (FEIS) for the Water for the Future Program: Delaware Aqueduct Rondout-West Branch Tunnel (RWBT) Repair (proposed program). The Draft Environmental Impact Statement (DEIS) for the proposed program was published by the New York City Department of Environmental Protection (DEP) on December 20, 2011, under the New York State Environmental Quality Review Act (SEQRA)/New York City Environmental Quality Review (CEQR), and issued for public review and comment. Oral and written comments were received during three public hearings held by DEP: on January 23, 2012, at Town of Newburgh Town Hall, 1496 Route 300, Newburgh, NY; on January 24, 2012, at Wappingers Junior High School, 30 Major McDonald Way, Wappingers Falls, NY; and on January 25, 2012, at Wawarsing Town Hall, 108 Canal Street, Ellenville, NY. Written comments were accepted from issuance of the DEIS through the public comment period, which was scheduled to close on February 17, 2012, but was extended to March 9, 2012.

This FEIS reflects all relevant substantive comments made on the DEIS during the public comment period and at the public hearings. The comments are summarized and responded to in Chapter 10, “Response to Comments.” This FEIS also reflects all substantive changes to the proposed program that were made after the DEIS was issued. Subsequent to publishing the DEIS, the following principal changes were made:

- Since issuing the DEIS, DEP has continued to refine estimates of the duration of the Delaware Aqueduct shutdown required to connect the bypass tunnel to the RWBT. As a result, it is possible that the scope of Project 2A, Water Supply System Augmentation and Improvement may be reduced, or even eliminated, and the effects from shutdown of the Aqueduct may be minimized. In addition, at this preliminary stage, it is unclear whether reducing leakage from the aqueduct as a result of the repair and connection of the bypass tunnel would result in potential significant adverse impacts to the environment. Therefore, to allow for flexibility in the future to determine whether the next phase of the environmental review will be an EIS or not, the FEIS reflects this uncertainty by clarifying that potential impacts associated with future actions to be undertaken in conjunction with the Water for the Future Program would be assessed in a “second EIS or subsequent environmental review, as appropriate.”

- Chapter 1, “Program Description,” and other relevant FEIS chapters and sections have been revised to reflect the following refinements to the definition of the proposed program. Since the DEIS was issued:
  - DEP has determined that no outfall would be constructed nor would an intake structure be required in the Hudson River on the west side of the river. Therefore, Project 1 would not result in in-water construction activities within the Hudson River. The FEIS also features an updated discussion of options for supplying potable and non-potable water to the two connection sites.
  - DEP followed the guidelines of the updated *CEQR Technical Manual* (January 2012) for the FEIS; however, there were no material changes to the technical methodologies in any of the FEIS sections or the analyses and results.
  - DEP has decided not to pursue Option 1 of the proposed dewatering pipeline route from the west connection site to the Hudson River. Instead, DEP has selected Option 2 as the dewatering pipeline route for analysis in the FEIS. However, for reference purposes, the DEIS discussions of both options have been kept in the FEIS.
  - DEP has revised its proposed landscaping plan for the west connection site to include more trees and shrubs at the base of the manufactured slope, at the top of the manufactured slope, and, to a limited degree, within the manufactured slope. On the east connection site, areas of steep meadow perennials would be installed on the sloped portions of the site while other areas would be reforested or maintained as lawn area.
- Section 2.10, “Transportation,” has been updated with further analysis of queues on east of the Hudson study area roadways. In addition, in response to feedback from the Town of Wappinger, project-generated auto and truck trips are separated on figures in Section 2.10 of the FEIS.
- In the period between the issuance of the DEIS and FEIS, DEP met with representatives for the New York State Department of Transportation, the Town of Newburgh and the Town of Wappinger Planning Board to discuss the DEIS analyses, and potential mitigation measures. As a result, comments and issues related to the various approvals/coordination with these entities were considered in the formulation of revised project elements and mitigation measures. For example, in consideration of the comments received and discussions at these meetings, related potential construction noise impacts, Sections 2.13, “Noise,” and 2.19, “Mitigation,” have been revised for the FEIS. In addition, a Conceptual Noise Mitigation Plan that details the approach DEP will implement for both connection sites throughout construction of the proposed project to minimize noise is included in Appendix 2.19-2.
- After the DEIS was published, a full Stormwater Pollution Prevention Plan (SWPPP) for each connection site was prepared and submitted to the respective municipalities for their review. As part of the SWPPPs, Erosion and Sediment Control Plans and project phasing plans have been developed for both sites, and the long-term Inspection and Maintenance Plan

would ensure performance and function of the stormwater management systems. For details of the SWPPPs, see Section 2.14, “Infrastructure.”

- Section 2.16, “Coastal Zone Management,” has been revised since the DEIS to be consistent with DEP’s application to secure New York State Department of State (as well as U.S. Army Corps of Engineers and New York State Department of Environmental Conservation) approval of the proposed Project— which includes project elements from Project 1, Shaft and Bypass Tunnel Construction and Project 2B, Bypass Tunnel Connection and RWBT Inspection and Repair, including Wawarsing.

In addition to these changes, as stated above, the FEIS identifies the comments received during the public review period and provides responses in a new chapter, Chapter 10, “Response to Comments.” Where appropriate, the text and graphics of other FEIS chapters have been revised in response to comments or changes in the proposed program as follows:

- All text revisions and changes made since completion of the DEIS are indicated by double-underlining. Note, however, that no double-underlining is used for this Foreword and Chapter 10, since both are presented for the first time in this FEIS.
- Deletions of DEIS text are indicated by ~~striketroughs~~.
- New or changed graphics are specifically noted on the figures themselves. \*