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TAPPAN ZEE HUDSON RIVER

CROSSING STUDY

DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

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Westchester Marriott Hotel  
679 White Plains Road  
Tarrytown, New York  
Thursday, March 1, 2012  
5:00 P.M.

MICHAEL P. ANDERSON, P.E.,  
Project Director,  
New York State Department of Transportation

DAVID CAPOBIANCO,  
Director of the Office of Transportation,  
Planning, and Environmental Services at  
New York State Thruway Authority

RICHARD TOMER,  
U.S. Army Corps of Engineers

ARNOLD BLOCH, Howard/Stein-Hudson Associates  
Session Moderator

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**Rockland & Orange Reporting (845) 634-4200**

1 TZB DEIS Public Hearing

2 MR. BLOCH: Good evening to everyone.  
3 Or good afternoon. My name is Arnold Bloch.  
4 I'm a principal of the firm of  
5 Howard/Stein-Hudson Associates. I welcome  
6 you to this public hearing, and I do that on  
7 behalf of Joan McDonald, the New York State  
8 Department of Transportation Commissioner;  
9 Thomas J. Madison, Jr., the Executive  
10 Director of the New York State Thruway  
11 Authority; Jonathan McDade, the  
12 Administrator of the Federal Highway  
13 Administration's New York Region; and on  
14 behalf of Colonel John Boule II, the  
15 District Commander of the United States Army  
16 Corps of Engineers, New York District.

17 As this is a public meeting, we wanted  
18 to just start off with the Pledge of  
19 Allegiance. So I would like you to stand.  
20 And the flag is over here on the right.

21 (All stand to recite the Pledge of  
22 Allegiance.)

23 MR. BLOCH: I am serving as the  
24 moderator and the public hearing officer for  
25 this evening's public hearing. This is the

1           TZB DEIS Public Hearing  
2           second of two formal public hearings for the  
3           Draft Environmental Impact Statement that  
4           has been prepared for the Tappan Zee Hudson  
5           River Crossing Project in Rockland and  
6           Westchester Counties. It fulfills the  
7           requirements of Article 2 of New York State  
8           Eminent Domain Procedure Law for  
9           Right-of-Way Acquisitions required for  
10          construction.

11           This hearing is also intended to gather  
12          information on an application by the project  
13          for a permit from the United States Army  
14          Corps of Engineers to transport and place  
15          dredge material from construction of the  
16          project at the Historic Area Remediation  
17          Site pursuant to Section 103 of the Marine  
18          Protection, Research and Sanctuaries Act, as  
19          well as the hearing is being conducted in  
20          accordance with Title 33 of the Code of  
21          Federal Regulations, Part 327.

22           These public hearings are sponsored by  
23          three agencies; the two State agencies that  
24          are serving as the project sponsors for the  
25          Environmental Impact Statement, and those

1           TZB DEIS Public Hearing  
2           are the New York State Department of  
3           Transportation and the New York State  
4           Thruway Authority; as well as by the Federal  
5           Highway Administration, which is serving as  
6           the lead agency for this Environmental  
7           Impact Statement.

8           The Environmental Impact Statement for  
9           the Tappan Zee Hudson River Crossing Project  
10          is being prepared in accordance with the  
11          following laws and regulations. And I'm  
12          going to read these to you quickly.

13          The National Environmental Policy Act  
14          of 1969, as amended and implemented by the  
15          Council on Environmental Quality,  
16          regulations 40 CFR, Parts 1500 to 1508;

17          Also, the Federal Highway  
18          Administration's Environmental Impact and  
19          Related Procedures, 23 CFR 771;

20          Also, the requirements of the New York  
21          State Environmental Quality Review Act,  
22          SEQRA, which is at 6 NYCRR, Part 617.4, in  
23          accordance with 6 NYCRR, Part 617.15;

24          As well as with a number of other  
25          federal and state regulations and

1           TZB DEIS Public Hearing  
2 requirements, including the Presidential  
3 Executive Order 12898 on Environmental  
4 Justice, Section 106 of the National  
5 Historic Preservation Act, and Section 4(f)  
6 of the U.S. Department of Transportation  
7 Act, and Title 33 of the Code of Federal  
8 Regulations, Part 325, Appendix B.

9           In accordance with NEPA, the National  
10 Environmental Policy Act, and the Army Corps  
11 of Engineers permitting regulations, the  
12 U.S. Army Corps of Engineers, New York  
13 District is cooperating with the Federal  
14 Highway Administration in the preparation of  
15 an Environmental Impact Statement. As a  
16 cooperating agency, the New York District is  
17 coordinating with Federal Highway so that  
18 the resulting Environmental Impact Statement  
19 can be adopted by the New York District for  
20 purposes of exercising its regulatory  
21 authority.

22           These public hearings are being  
23 conducted to provide an opportunity to reach  
24 the public and solicit input to the Draft  
25 Environmental Impact Statement. These

1           TZB DEIS Public Hearing  
2 meetings provide the public one of many  
3 opportunities to make formal statements of  
4 positions before any project decision-making  
5 occurs. Another opportunity for public  
6 input is to provide written comments, and  
7 I'll talk more a little bit about that  
8 later.

9           Based on the findings of this Draft  
10 Environmental Impact Statement and the  
11 written and oral comments received during  
12 the public comment period, the lead agency  
13 will prepare a Final Environmental Impact  
14 Statement which contains responses to the  
15 comments received during the public comment  
16 period, including those received at these  
17 public hearings.

18           To assist interested parties in  
19 formulating their comments, the Draft  
20 Environmental Impact Statement document is  
21 available for public inspection during  
22 normal business hours at a number of  
23 established repositories throughout the  
24 region, including local libraries, town  
25 halls, and other locations. And you can get

1           TZB DEIS Public Hearing  
2           a complete list of those repository  
3           locations available online at the project  
4           website. It's also on one of the display  
5           boards in the other room that you were in  
6           today, as well as on a sheet of paper that's  
7           available at the registration desk.

8           In addition, the Draft Environmental  
9           Impact Statement can be reviewed and  
10          downloaded from the project website, which  
11          is [www.tzbsite, S-I-T-E, dot com](http://www.tzbsite.com). And  
12          you'll see that listed on the slide later  
13          on.

14          The proceedings of this meeting are  
15          being recorded by a stenographer, up front  
16          here, and a verbatim written transcript will  
17          be prepared and made available for review on  
18          the project website.

19          So that everyone who desires to speak  
20          may be heard and their statements be part of  
21          the official record, we will not be  
22          responding to questioning from the floor at  
23          this meeting room. As you noted when you  
24          came in, staff is available in the other  
25          room and they will be more than willing to

1           TZB DEIS Public Hearing  
2       listen to your comments and try to answer  
3       whatever questions. But those conversations  
4       are not part of the formal record. So we  
5       won't be responding here.

6           As I said, I also am going to ask that  
7       you confine oral comments that you want to  
8       make tonight to two minutes so that everyone  
9       will have a chance to speak.

10          We ask that people sign in at the  
11       registration table located in the hallway, I  
12       think many of you did, so we can have a  
13       record of all those who have attended.

14          And after we finish our remarks here,  
15       we'll be turning to you for your comments.  
16       If we have nearly as many speakers as we had  
17       on Tuesday night in Rockland County, I'm  
18       going to ask you to keep your comments to  
19       two minutes so that everyone can be heard.

20          Now, if you think you're going to need  
21       more time than that, you have another  
22       option. In the other room where you were,  
23       where the meeting began with the boards,  
24       there is a court reporter located in there  
25       behind a wall and you can give comments

1           TZB DEIS Public Hearing  
2           privately and as complete and as long as you  
3           want to. Comments made either in this venue  
4           or in that venue have equal weigh and they  
5           will both be addressed by the agencies.  
6           Anyone who wishes to speak either in this  
7           room or to the court reporter in the other  
8           room needs to fill out one of these cards.  
9           And these are available at the registration  
10          desk. So if you've just signed in on the  
11          form, that doesn't mean I'm going to know  
12          you want to speak. You have to go out and  
13          fill out one of these.

14                 Now, you may speak or file written  
15          statements that can be dropped off here  
16          tonight at the registration desk or you may  
17          submit those written statements in many  
18          other ways. This information is on the  
19          comment form which, if you didn't pick one  
20          up, you can pick up one of these at the  
21          registration desk, and it tells you how you  
22          can either drop it off or you can fax it,  
23          e-mail it, or mail it. And the various  
24          addresses are given on that sheet.

25                 I do want you to know that all written

1           TZB DEIS Public Hearing  
2           comments must be e-mailed or faxed no later  
3           than Thursday, March 15th. Or if you decide  
4           to mail them through the Post Office, they  
5           must be postmarked no later than Thursday,  
6           March 15th.

7           You don't have to confine your comments  
8           to this sheet of paper. You don't even have  
9           to use this piece of paper. You can send it  
10          in a letter, you can send other information,  
11          but you should pick up one of these pieces  
12          of paper just to give you the addresses and  
13          phone numbers and e-mail addresses.

14          Written statements will be given the  
15          same weight and consideration as oral  
16          statements at this meeting. And because of  
17          this, if you have a written statement  
18          tonight that you were thinking that you  
19          would like to read into the record, I really  
20          ask that rather than doing that, unless it's  
21          very short, that you summarize the comments  
22          in it so that it will fit into two minutes,  
23          and then you can hand in your written  
24          statement to any one of project  
25          representatives or to the desk in there. Or

1           TZB DEIS Public Hearing  
2           if you really feel you need to speak those  
3           entire comments, go see the other court  
4           reporter.

5           So before I call the speakers to the  
6           floor, I'd like to introduce the people at  
7           this dais. To my right, my immediate right  
8           is Michael Anderson from the New York State  
9           Department of Transportation. To his right  
10          is David Capobianco from the New York State  
11          Thruway Authority. And to his right is  
12          Richard Tomer from the U.S. Army Corps of  
13          Engineers.

14          So at this time I wanted to call on  
15          Dave Capobianco from the New York State  
16          Thruway Authority to make a few remarks.

17          MR. CAPOBIANCO: Thank you, Arnie.

18          Good evening. My name is David  
19          Capobianco and I'm a design engineer with  
20          the New York State Thruway Authority and a  
21          member of the project team for the Tappan  
22          Zee Hudson River Crossing Project.

23          The purpose of today's meeting is to  
24          garner your input on the Draft Environmental  
25          Impact Statement for this very important

1           TZB DEIS Public Hearing  
2 project. We welcome you and thank you for  
3 your attendance.

4           This project is critical not only to  
5 New York State, but is also a vital  
6 infrastructure link for the Northeast. The  
7 Obama Administration has identified this as  
8 a priority project, and Governor Cuomo's  
9 office is providing their full support.

10           Given the scale, complexity, and fast  
11 pace of this project, it is being  
12 administered in a collaborative manner with  
13 the support and participation of numerous  
14 agencies and consultants. In particular,  
15 the Thruway Authority would like to thank  
16 the Federal Highway Administration, the  
17 New York State Department of Transportation,  
18 and the Metropolitan Transportation  
19 Authority for their partnership and  
20 collaboration in progressing this project.

21           In addition, numerous other federal and  
22 state agencies are playing an invaluable  
23 role in the project. Federal agencies  
24 include the U.S. Army Corps of Engineers,  
25 who we welcome here tonight. Other agencies

1           TZB DEIS Public Hearing  
2       include the U.S. Coast Guard, the New York  
3       State Department of Environmental  
4       Conservation, the Office of Parks,  
5       Recreation & Historic Preservation, to name  
6       a few. A full list of cooperating agencies  
7       is available in the Draft EIS.

8           While these agencies play a valuable  
9       role in the process, no role surpasses you,  
10      members of the public, interested parties,  
11      and elected officials, which brings me back  
12      to why we are here tonight.

13          On behalf of Thruway Authority and the  
14      project team, we thank you again for taking  
15      the time for attending tonight to learn  
16      about more this project and to provide input  
17      to help us ensure a successful project.

18          Thank you.

19          MR. BLOCH: Thank you, David.

20          I'd now like to call on Michael  
21      Anderson, the Project Director, to give a  
22      brief presentation on the status of the  
23      project.

24          MR. ANDERSON: Good evening. Welcome  
25      to the public hearing for the Draft

1           TZB DEIS Public Hearing  
2 Environmental Impact Statement for the  
3 Tappan Zee Hudson River Crossing Project.

4           This presentation will give you an  
5 overview of the project's goals, a review of  
6 what has been done to date, and will inform  
7 you of the process moving forward.

8 Tonight's hearing is intended to provide you  
9 information and the opportunity to comment.

10           It has been determined that the  
11 replacement of the bridge is the only  
12 reasonable alternative. Focusing on just  
13 two components of the bridge, the main span  
14 and the approaches, there are significant  
15 issues with the foundations in the main span  
16 which need to be replaced. There's a  
17 significant number of structural members  
18 which need to be replaced or upgraded.  
19 There's a need to provide redundancy on this  
20 bridge, and that is not possible with the  
21 existing structure. And due to the nature  
22 of the design, even if we were to invest in  
23 expensive repairs, significant  
24 vulnerabilities will remain for the  
25 remainder of the bridge's life.

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2 With respect to the approaches beyond  
3 the main span on either side, extensive work  
4 is required in the foundations, the support  
5 towers, and the steel framework. The  
6 ongoing deck replacement has significantly  
7 improved the riding surface quality.

8 However, it has not addressed the  
9 significant deterioration which continues to  
10 exist in the support structures. The lack  
11 of breakdown shoulders constitutes a public  
12 health and safety issue and leads to severe  
13 congestion even with the most minor  
14 incident, such as a flat tire.

15 A number of significant milestones have  
16 been achieved since last fall.

17 On October 12th, a Notice of Intent was  
18 issued by the Federal Highway Administration  
19 to rescind the prior Tappan Zee Corridor  
20 Project, the 30-mile corridor project.

21 On that same day, a Notice of Intent  
22 was filed to initiate the Tappan Zee Hudson  
23 River Crossing Project.

24 On October 25th and October 27th, the  
25 project team held scoping meetings which

1           TZB DEIS Public Hearing  
2           were an opportunity for agencies and the  
3           public to comment on the alternatives and  
4           the environmental analysis framework. That  
5           comment period closed on November 15th of  
6           last year.

7           On January 19th, 2012, the project team  
8           issued the Draft Environmental Impact  
9           Statement. As an aside, to complete our  
10          technical investigation, which will be  
11          reflected in the Final Environmental Impact  
12          Statement, we've undertaken additional  
13          investigation work in the river. And since  
14          January 30th, we've been in the river taking  
15          additional soil samples. And that work will  
16          continue through April. And on  
17          February 9th, we accepted bids and will be  
18          moving forward with a \$17.9 million  
19          demonstration project to install and test  
20          piles.

21          This brings us to the 28th and this  
22          evening where we are conducting the public  
23          hearings for the Draft Environmental Impact  
24          Statement.

25          Given the importance of this crossing

1           TZB DEIS Public Hearing  
2           and the size of the investment currently  
3           under consideration for the crossing, it is  
4           a prudent and practical decision to design  
5           the new bridge to optimize the flexibility  
6           for potential future transportation modes  
7           that are not foreseeable now, but may be  
8           over the lifespan of the crossing. This  
9           project will, therefore, provide the  
10          infrastructure for future transit on the new  
11          highway bridge by providing additional  
12          width, by providing for increased design  
13          loading, by providing certain constant  
14          grades, and by potentially spanning the  
15          space between the bridges at a later date  
16          for infrastructure requirements for future  
17          transit modes.

18                 These actions are consistent with the  
19          project goal to maximize the public  
20          investment in the new crossing. This  
21          hearing is an opportunity for you to learn  
22          more about and comment on the Draft  
23          Environmental Impact Statement.

24                 The DEIS is a comprehensive multivolume  
25          document. It follows a federally mandated

1           TZB DEIS Public Hearing  
2 process that is based upon the project's  
3 purpose and need. From the purpose and need  
4 flows the identification and analysis of  
5 alternatives, and the identification and  
6 assessment of potential impacts from the  
7 alternatives on the environmental, social,  
8 and economic condition.

9           Project scoping, which occurred in  
10 2011, determined that the study area for  
11 this project would include the four-mile  
12 extent of the bridge and its landing areas  
13 at each shore. The project's limits studied  
14 in the DEIS constitute the South Broadway  
15 Bridge in South Nyack to the South Broadway  
16 bridge or Route 9 in Tarrytown.

17           In Rockland County, the bridge will tie  
18 into the existing Thruway property limits.  
19 The extent of the work will require the  
20 replacement of the South Broadway Bridge,  
21 which in turn will affect several adjacent  
22 properties.

23           In Westchester County, the bridge will  
24 also tie into the existing Thruway property  
25 limits. The extent of the work will retain

1           TZB DEIS Public Hearing  
2           the Broadway Bridge, the Route 9 bridge, as  
3           the new pavement will tie into the existing  
4           pavement just short of Interchange 9.

5           The purpose of this project is to  
6           maintain a vital link in the regional and  
7           national transportation network by providing  
8           an improved Hudson River crossing between  
9           Rockland and Westchester Counties. The  
10          bridge is an integral element of the New  
11          York State Thruway, the interstate highway  
12          system, and a critical link in the overall  
13          transportation network in the region.

14          The Tappan Zee Bridge, which opened in  
15          1955, initially accommodated 18,000 vehicles  
16          daily. Today, approximately 138,000  
17          vehicles depend upon the bridge every day.  
18          The Tappan Zee Bridge is the only limited  
19          access truck route cross the Hudson between  
20          New York City and Interstate 84 in Newburgh,  
21          45 miles to the north. It also serves  
22          commercial traffic between New England and  
23          points south and west, and accommodates  
24          motorists and truckers wishing to avoid  
25          New York City congestion.

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2 The ever increasing traffic volume,  
3 especially of commercial vehicles, continues  
4 to slow traffic and contributes to the  
5 structure's deterioration. Inspections and  
6 analyzes have revealed other numerous  
7 significant vulnerabilities.

8 Since 2001, over a half billion dollars  
9 have been spent on bridge repairs, and it  
10 has been estimated that it would take  
11 approximately \$1.3 billion in the next  
12 decade to maintain the bridge's viability.

13 As I said previously, it has been  
14 determined that rehabilitation cannot remedy  
15 the existing bridge's vulnerabilities.  
16 Replacement is the only existing solution.  
17 This action satisfies the project's need,  
18 which is to address the bridge's structural,  
19 operational, safety, security, and mobility  
20 deficiencies.

21 We've also identified three important  
22 goals that guide the project: Ensure the  
23 long-term viability of this Hudson River  
24 crossing; improve transportation operations  
25 and safety on the crossing; and maximize the

1           TZB DEIS Public Hearing  
2 public investment in a new Hudson River  
3 crossing.

4           There are two alternatives in the DEIS:  
5 A No-Build alternative and a Replacement  
6 Bridge alternative.

7           The No-Build alternative or the  
8 No-Action alternative is a forecast of  
9 future conditions which includes all known  
10 and programmed transportation improvements  
11 and all known major development projects.  
12 The No-Build alternative serves as the basis  
13 of comparison for the assessment of other  
14 project alternatives.

15           The Replacement alternative is a  
16 dual-span structure which allows for  
17 flexibility in the design of the main span  
18 and the approaches. While the specific  
19 design for the preferred alternative will be  
20 left to the designer and builder of the  
21 bridge, there are specific features that  
22 must be included. These are: Four lanes in  
23 each direction; emergency access lanes and  
24 shoulders in each direction; shared use bike  
25 and pedestrian path on one of the spans; and

1           TZB DEIS Public Hearing  
2           the final design for the replacement bridge  
3           shall maximize the public's investment by  
4           allowing for the consideration, design, and  
5           construction of transit modes in the future.

6           These two bridge options have been  
7           evaluated in the DEIS. The final  
8           configurations, as I've just mentioned, will  
9           vary based upon the winning proposal. We've  
10          evaluated these two alternatives, these two  
11          options in the DEIS because they represent a  
12          reasonable range.

13          We've looked at the long span and  
14          so-called short span options. The long span  
15          option proximately spans 430 feet between  
16          supports. That works out to 32 piers per  
17          structure, or a total of 64 new foundations  
18          in the river. The short span, approximately  
19          230 feet long between supports, requires 58  
20          per structure, or a total of 116 new  
21          foundations in the river.

22          There are other significant differences  
23          between the long and short spans which are  
24          identified and analyzed in the DEIS.

25          It's important to understand that the

1           TZB DEIS Public Hearing  
2       final design must meet the environmental  
3       constraints which have been identified and  
4       analyzed and will be clarified in the Final  
5       Environmental Impact Statement.

6           In terms of the main span, it will  
7       maintain the existing 1200-foot span length  
8       over the channel. And we're especially  
9       interested to hear your opinion about what  
10      that main span should look like. The  
11      character, look, and esthetic of the  
12      replacement bridge must be an appropriate  
13      gateway for the Hudson River Valley. We ask  
14      that you visit the display area where we  
15      present the two general bridge solutions  
16      evaluated in the DEIS. One of those is  
17      known as cable-stayed, which appears similar  
18      to a suspension bridge but performs very  
19      differently. It is an efficient and widely  
20      used design which can be adapted in an  
21      appropriate esthetic for this setting.

22           And the arch design. It is interesting  
23      to note that the original design for the  
24      Tappan Zee Bridge called for an arch.  
25      However, that design was abandoned and

1           TZB DEIS Public Hearing  
2           changed to the current double cantilever  
3           design when there were no bidders for the  
4           arch design in 1952. Arch construction has  
5           since evolved and is now a feasible  
6           solution.

7           Tonight and during the comment period,  
8           we hope that you will make your preferences  
9           known regarding these or other styles of  
10          main span which should be taken into  
11          consideration in the final design.

12          A little bit more detail with the  
13          esthetic and the design of the bridge has to  
14          do with the profile. The existing bridge  
15          has a long, flat grade followed by a steep  
16          incline of approximately three percent.  
17          This abrupt change in the grade and the  
18          distance that that grade extends causes  
19          trucks and large vehicles to lose speed,  
20          resulting in traffic congestion and  
21          contributing to a high accident rate.

22          From 2001 to 2009, approximately 2700  
23          accidents occurred on the bridge, and that  
24          rate is more than twice the current  
25          statewide average.

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2 The replacement bridge proposes a more  
3 constant and manageable grade than does the  
4 existing bridge. This constant grade will  
5 improve traffic flow and consequently,  
6 reduce accidents.

7 Impacts. A wide range of criteria were  
8 analyzed in the 23 chapters of the DEIS  
9 document to determine the project impacts to  
10 the physical and social environment. Most  
11 areas of study revealed no adverse impacts,  
12 but there were some areas where it was  
13 determined that there will indeed be  
14 impacts, particularly during the  
15 construction process. These are identified,  
16 described in the DEIS.

17 Among other impacts, we have evaluated  
18 the visual impacts to the existing  
19 communities and considered the overall  
20 esthetic of the replacement design. The  
21 DEIS evaluates the impacts to historic and  
22 cultural resources, including two historic  
23 homes directly affected, as well as the  
24 bridge itself, which is eligible for listing  
25 on the National Historic Register.

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2 Noise impacts associated with the  
3 project have been modeled and assessed. An  
4 extensive analysis of the impacts to the  
5 overall ecology and the ecology of the river  
6 ecosystem has also been done. We have  
7 evaluated all aspects of the interface,  
8 including effects on wetlands, fish, fauna,  
9 mammals, birds, et cetera.

10 Most impacts that we have identified  
11 will occur during construction, and in order  
12 to minimize community impacts from  
13 construction activities, the selected  
14 designer will develop and adhere to a  
15 construction impact mitigation plan known as  
16 the Environmental Performance Commitments or  
17 EPCs. To date, over 50 specific EPCs have  
18 been identified. These EPCs have been  
19 developed in detail, and we have the  
20 opportunity tonight and for the rest of the  
21 comment period to improve and expand upon  
22 them with your input. Input is sought and  
23 valued in order to ensure that all  
24 appropriate measures will be included in the  
25 final construction mitigation plans.

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2 Other areas considered in the EPC  
3 include transportation concerns, and in that  
4 regard, the contractor will be required to  
5 minimize detours through residential areas.  
6 There will be advanced notification of road  
7 closures and detours through a variety of  
8 means, most importantly, the contractor must  
9 coordinate on a daily basis with local  
10 agencies.

11 In terms of community character, the  
12 contractor must maintain a clean and orderly  
13 work site and provisions for enforcement and  
14 penalties for noncompliance will be included  
15 in the contract.

16 With respect to historic and cultural  
17 resources, a protection plan is required to  
18 avoid damage to architectural resources and  
19 submerged archeological resources will be  
20 protected during construction.

21 With respect to land acquisition and  
22 displacements, any easements that are  
23 necessary will be removed and returned to  
24 the owner without delay as soon as the work  
25 is completed.

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2 Demolition and modification to affected  
3 properties are to be carried out quickly  
4 with minimal impacts, and the sites returned  
5 to a condition consistent with the adjacent  
6 communities.

7 Noise is an unfortunate consequence of  
8 construction. Noise generated during  
9 construction will be mitigated in numerous  
10 ways. Some of the precautions will include  
11 the use of shrouds or attenuation curtains  
12 for pile driving and other compressors and  
13 generator machines. Electric powered  
14 instead of diesel equipment should be  
15 utilized when possible. Impact devices such  
16 as jackhammers, pavement breakers, pneumatic  
17 tools must be shrouded. Construction  
18 staging areas must have appropriate noise  
19 attenuation materials installed. And  
20 contractors and subcontractors are required  
21 to properly maintain equipment.

22 With respect to air quality, among the  
23 EPCs is included that contractors must use  
24 clean fuels and best available technologies;  
25 all equipment must meet United States

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2           Environmental Protection Administration  
3           Tier 3 Emission Standards or better;  
4           prohibition on idling trucks for more than  
5           five minutes, and all reasonable efforts  
6           must be made to reduce all diesel engine  
7           idling. And this pertains to the machines  
8           that are not on the road but within the work  
9           site.

10           In terms of energy and climate change,  
11           the use of recycled material,  
12           locally-sourced material, and renewable  
13           fuels must be used to the maximum extent  
14           practicable.

15           In terms of soils and topography, an  
16           erosion and sediment control plan must be  
17           developed and followed at all work and  
18           staging locations.

19           With respect to water quality and  
20           ecology, the DEIS has evaluated the  
21           potential impacts to endangered species, the  
22           Shortnose and Atlantic sturgeon, as well as  
23           the larger community of fish which are  
24           present in the river. Extensive measures  
25           will be taken to minimize river impacts

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2 during dredging and foundation construction.

3           The project limits have been examined  
4 and tested for the presence of hazardous  
5 materials without any significant  
6 discoveries. However, during the  
7 advancement of the work, additional sampling  
8 and testing will occur, and if and when  
9 hazardous materials are encountered, they  
10 will be handled appropriately.

11           Early on in my talk I mentioned that we  
12 are moving forward with a pile demonstration  
13 project. That project was let on  
14 February 9th, and we are very close to  
15 making that award. The installation of  
16 piles is a critical part of this project.

17           There are different types of poor soils  
18 in the materials that must support the new  
19 bridge. Currently, a soil boring sampling  
20 and testing program is under way to better  
21 define conditions deep in the soil beneath  
22 the river.

23           The pile installation demonstration  
24 project, the PIDP, will collect additional  
25 information about the installation of

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2 different sized piles at different  
3 locations. The environmental effects of the  
4 pile installation will also be monitored,  
5 and that will educate us and inform us about  
6 additional precautions to be taken during  
7 the production/construction period. This  
8 information will be provided to the  
9 contractors as they develop their designs  
10 and their bids. And most importantly, they  
11 will use this information to help mitigate  
12 the environmental effects of the pile  
13 installation during construction.

14 The PID project is expected to start  
15 within the next two weeks and will be  
16 completed by July.

17 Section 4(f) is the applicable federal  
18 regulation regarding the evaluation of  
19 publicly owned parks, recreational areas,  
20 wildlife refuge areas, or public and private  
21 historic sites of national significance.  
22 The requisite 4(f) analysis has been  
23 completed and is included in the DEIS.

24 We look forward to receiving your  
25 comments tonight and over the next two

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2 weeks. As a reminder, the DEIS can be found  
3 on our website or at several locations in  
4 the area.

5           Based on the comments received and  
6 subsequent findings of the DEIS, a Final  
7 Environmental Impact Statement will be  
8 issued in July. We expect a Record of  
9 Decision, which will confer final approval  
10 and list project requirements and mitigation  
11 measures, from the FHWA later this summer.

12           On behalf of all of the agencies, once  
13 again, I'd like to thank you for your  
14 interest and participation in this very  
15 important project. The staff will remain  
16 available through the evening in the  
17 adjoining room, and I believe we'll repeat  
18 this short presentation later this evening.

19           Thank you.

20           MR. BLOCH: Thank you, Mike. We just  
21 have one more brief speaker here. I want to  
22 call on Richard Tomer from the U.S. Army  
23 Corps of Engineers.

24           MR. TOMER: Good evening. And I do  
25 promise to be brief because I know you're

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2 all ready to get up here and get those  
3 comments to us.

4 I am Richard Tomer, I'm Chief of the  
5 Regulatory Branch of the New York District  
6 U.S. Army Corps of Engineers. I will be the  
7 presiding officer on behalf of the Army  
8 Corps of Engineers at today's public  
9 hearing.

10 The Army Corps of Engineers is here  
11 today to obtain information and evidence and  
12 ensure coverage of Army Corps of Engineers'  
13 concerns to assist in the regulatory review  
14 of a permit application submitted by the New  
15 York State Thruway Authority for the  
16 transportation of approximately  
17 1.5 million cubic yards of dredge material  
18 associated with the construction of the  
19 replacement of the existing Tappan Zee  
20 Bridge for the purpose of placement of this  
21 dredge material at the Historic Area  
22 Remediation Site in the Atlantic Ocean for  
23 the purpose of remediation.

24 Activities related to the construction  
25 of the replacement bridge itself are

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2 regulated by the United States Coast Guard.

3           The Army Corps of Engineers is neither  
4 a proponent for nor an opponent of the  
5 proposed work. Our role is to determine  
6 whether the proposed activity is in the  
7 overall public interest. This hearing will  
8 play an important part in that  
9 determination.

10           The New York District will issue  
11 another Public Notice upon receipt of the  
12 required dredge material test results and  
13 analysis. That future Public Notice will  
14 include test data and a determination as to  
15 whether the dredge material is suitable for  
16 placement as remediation material at the  
17 Historic Area Remediation Site. That future  
18 Public Notice will be posted on the New York  
19 District website. The website address is  
20 [www.nan.usace.army.mil](http://www.nan.usace.army.mil). We will send out an  
21 e-mail announcement when that Public Notice  
22 is available for review on our website.

23           If you're not currently on our public  
24 notice e-mail distribution list and would  
25 like to receive that e-mail announcement for

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2           that Public Notice, you can provide your  
3           e-mail address to one of the staff members  
4           at the registration table today. Thank you.

5           MR. BLOCH: Thank you. So we're now  
6           ready to hear your comments. We do have a  
7           microphone in the middle of this aisle here,  
8           and we'll be asking you to come to that  
9           point.

10           If you want to speak tonight, you will  
11           have had to fill out one of these cards at  
12           the registration desk. So if you haven't  
13           done that and do want to speak, please go  
14           back and do that at any point before we  
15           adjourn.

16           In accordance with our policy, elected  
17           and appointed officials will be given the  
18           first opportunity to speak. Others will  
19           then be called to make their statements in  
20           the order in which they've registered.

21           As I mentioned, and I may need to  
22           mention this again, in order to allow as  
23           many people to speak as possible and in  
24           order to be able to do our -- as Mike  
25           mentioned, we advertised we were going to do

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2           another presentation at 7:00, we would like  
3           to get as many comments in as possible, we  
4           will not be responding to comments at this  
5           table. And I would very much ask you to  
6           confine your comments to two minutes. And  
7           there are other options if you need to speak  
8           longer: The other court reporter, as well  
9           as written comments can be added.

10           If your comments are in writing, they  
11           can be simply handed to anybody at the desk,  
12           at the registration desk, or anyone else  
13           wearing any of these badges.

14           If you've already submitted comments in  
15           response to the Draft Environmental Impact  
16           Statement, there's no need for you to do  
17           that again. Those have already been  
18           recorded and they will be part of the record  
19           and will be responded to. Again I just want  
20           to remind you, written comments are due by  
21           Thursday, March 15th.

22           So as I call people, I'm going to call  
23           the first two people so the first person  
24           will come up and the second person knows  
25           that he or she will be the next person to be

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2 speaking.

3           So let's get started. I would like to  
4 ask the County Executive of Westchester  
5 County, Robert Astorino, to come up to the  
6 mike there. And he will be followed by Joe  
7 O'Brien from Congressman Engel's office.

8           MR. ASTORINO: Thank you very much.  
9 First of all, thank you to the State DOT and  
10 Thruway Authority for arranging this. I  
11 know there's a lot of people that would like  
12 to speak tonight.

13           I would like to say up front what I've  
14 been saying all along, and that is, the new  
15 bridge needs to be built. It needs to be  
16 built as soon as possible. We all want to  
17 get people back to work. And so I applaud  
18 Governor Cuomo for initiating this project.

19           But we need to do it right. And  
20 attempting to build a bridge that does not  
21 address the needs of the region will be a  
22 prescription for cost overruns and delays.

23           We're not just building a roadway over  
24 a body of water. We're building a lifeline  
25 to the economic future of our county, our

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2           region, our state, and nation. So with our  
3           future at stake, the design of the new  
4           bridge in 2012 can't be stuck in the 1950s.

5           Now, that does not mean we need to have  
6           a Jetsons' bridge. We don't need bells and  
7           whistles all over it. That's not what we're  
8           asking here. But we do need some sort of  
9           mass transit component. Otherwise, we may  
10          not be building a bridge, we may be building  
11          a scenic parking lot over the Hudson River.

12          Bus rapid transit provides, I think,  
13          the best answer because it provides  
14          immediate and future value. Now, what we're  
15          talking about is running buses over the  
16          bridge and between Westchester and Rockland  
17          on a special high occupancy or HOV lane.  
18          And this can be done at a modest cost and  
19          make an important stride forward on the  
20          problem of traffic congestion.

21          And BRT must be part of the original  
22          plan, otherwise it will never get done. The  
23          lower level of the George Washington Bridge,  
24          as you know, was designed for mass transit,  
25          and we know how that worked out.

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2 So let me make this very clear, though.  
3 Equipping the bridge for BRT does not have  
4 to nor should it slow down construction of  
5 the bridge. We should get construction  
6 under way as soon as possible. Any studies  
7 that are necessary can begin immediately  
8 with the goal that BRT will be ready when  
9 the bridge construction is complete. It's  
10 sort of like watching a television show live  
11 and on DVR. You can catch up and eventually  
12 you'll be live again. And I think that's  
13 really what we need to do, a dual-track.

14 If people are going to pay \$12 or more  
15 to get over the bridge, and we still haven't  
16 seen any financing plans, we need to give  
17 them an upgrade from the status quo. If we  
18 plan the bridge the right way from the  
19 start, we can then honestly assure the  
20 public that the completion date will be as  
21 soon as possible, and the price tag will be  
22 the cheapest possible.

23 And we also have to make sure that the  
24 concerns of those who live and work near the  
25 bridge will be met. Measure twice, cut

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2       once, as the old saying goes. Delays and  
3       cost overruns are caused when not enough  
4       thought and care go into the initial design  
5       of a project. The object isn't simply to  
6       start the bridge quickly. It is to finish  
7       it quickly.

8           So both myself and our administration,  
9       including the planning and transportation  
10       commissioners, are paying very close  
11       attention to this project and will continue  
12       to listen to the public's concerns. And I  
13       encourage everybody, whether in this room or  
14       outside in Westchester and Rockland, of  
15       course, to let your comments and questioning  
16       be heard through this process. We have one  
17       chance to get it right and it will take the  
18       force of the public to influence how the  
19       bridge is ultimately built --

20           So I wanted to thank you again for  
21       coming here today. We look forward to the  
22       continuation of this, but we ask that it is  
23       done right so a generation from now they  
24       don't say, what did they do? We can  
25       actually say, they actually got this one

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2 right. Thank you very much.

3           MR. BLOCH: Thank you. Our next  
4 speaker is Joe O'Brien from Congressman  
5 Engel's office, to be followed by  
6 Assemblyman Tom Abinanti.

7           MR. O'BRIEN: Thank you very much. The  
8 Congressman wanted to be here himself  
9 tonight, but Congress is in session so  
10 you'll have to make do with me.

11           Thank you for the opportunity to  
12 address the Draft Environmental Review for  
13 replacing the Tappan Zee Bridge.

14           Safety must be our number one priority  
15 and, therefore, the rehabilitation of the  
16 existing bridge is not a realistic option,  
17 and we must proceed with its replacement.

18           As you know, the Tappan Zee Bridge is  
19 the only heavy traffic bridge between George  
20 Washington and the Newburgh-Beacon bridge, a  
21 distance of 60 miles. The Tappan Zee Bridge  
22 is more than that. It is a vital link  
23 between the upstate, downstate, and  
24 New England economies.

25           So while I agree that a replacement

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2 bridge is necessary, the concerns of the  
3 local communities who will be impacted by  
4 this huge construction project must be taken  
5 into account. The DEIS does a thorough job  
6 of looking into these concerns and into many  
7 of the mitigation techniques. However, the  
8 fact is that this construction will be a  
9 burden on the local communities. The noise  
10 from the construction, the taking of some  
11 local property, and the traffic reroutes  
12 will impact the local communities on both  
13 sides of the Hudson. They will be bearing  
14 the burdens for a project which has huge  
15 regional and national implications. We must  
16 do all we can to make sure that those  
17 burdens are as minimal as possible.

18 That being said, this project moving  
19 forward is necessary for our region and for  
20 our country. The new bridge will be a boon  
21 to the local, state, and regional economies.  
22 The project is expected to produce 2800  
23 direct construction jobs, and 2150 induced  
24 jobs in the region, with a combined economic  
25 impact of almost \$400 million.

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2 I was also pleased to learn the plans  
3 will include a biking and pedestrian path, a  
4 great benefit to the area.

5 A mass transit component of this bridge  
6 must be closely examined. This is an  
7 opportunity to remake our region's  
8 transportation system, and we must look at  
9 every possible element. In doing so, we  
10 must strive to keep costs and the build time  
11 as low as possible. Mass transit would be a  
12 great benefit to Rockland County and the  
13 region as a whole.

14 As the project moves forward, I look  
15 forward myself to more of these public  
16 events so we can all understand the impact  
17 the new Tappan Zee Bridge project will have  
18 on the region.

19 I will continue to work with all  
20 involved to make sure the bridge is built  
21 efficiently with as minimal impact on its  
22 neighbors as possible.

23 As the Congressman who represents both  
24 sides of the bridge, I want to hear from the  
25 people who will be directly impacted by this

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2 project. They deserve to have their voices  
3 heard as the bridge replacement goes  
4 forward. Thank you very much.

5           MR. BLOCH: Thank you. Our next  
6 speaker, Assemblyman Tom Abinanti to be  
7 followed -- excuse me.

8           The Assemblyman will actually be  
9 speaking at the later session. So I'll take  
10 him off now. And please stick around, you  
11 can hear him speak later.

12           I would like to call on Amy Paulin, who  
13 is representing Assemblymember Nancy Fisher,  
14 to be followed by Mary Jane Shimsky,  
15 Westchester County Legislator.

16           MS. FISHER: I'm sorry. Actually, it's  
17 the opposite way around. It's Nancy Fisher  
18 speaking for Assemblywoman Amy Paulin.

19           MR. BLOCH: I really apologize for  
20 that. I'm very sorry.

21           MS. FISHER: Thank you for all of the  
22 work that you've put into this so far and  
23 the opportunity to speak on behalf of her  
24 constituents and my constituents on her  
25 behalf.

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2 I speak on behalf of my constituents to  
3 ask that the new Tappan Zee Bridge design  
4 include a mass transit option, specifically  
5 bus rapid transit, at this time, and that  
6 this component be available from the day the  
7 new bridge opens.

8 If we neglect to include a transit  
9 component, we are ignoring all of the  
10 studies, research, and data we have  
11 collected over the past decades showing that  
12 increased traffic congestion is a major  
13 pollutant of our air, water, and soil. We  
14 have raised a generation of students to  
15 believe that we always do our part to save  
16 our earth. How can the State of New York  
17 ignore the very lessons that we have been  
18 teaching? We can't.

19 The State has estimated that 50,000  
20 people per day would use a bus transit  
21 option. Without mass transit, you have  
22 possibly added 50,000 cars per day crossing  
23 this bridge.

24 We have made it a policy to use mass  
25 transit to reduce our carbon imprint. We

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2           must now show by example that we are  
3           planning for the future and we must begin  
4           now. To not make mass transit available  
5           makes no sense and, quite frankly, leaves us  
6           open to ridicule.

7           Secondly, the no mass transit plan is  
8           penny wise and pound foolish. We have  
9           never, ever saved money by putting off an  
10          essential expense, ever.

11          There are many people who count on mass  
12          transit to contain costs. Including a bus  
13          rapid transit option can save a family from  
14          needing an extra car or even owning a car at  
15          all, especially senior citizens who will  
16          almost always choose mass transit over  
17          driving.

18          I would also like to state my support  
19          for turning the old Tappan Zee Bridge into a  
20          park and a crossing for pedestrians and  
21          cyclists. The deconstruction of the bridge  
22          is costly and adds to industrial waste. The  
23          Hudson River is one of New York's most  
24          beautiful views, and it will make it  
25          available to people of all ages for leisure

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2           and recreation.

3           I think this is where our public  
4           private partnership may really work. The  
5           Highline has proven to be a huge success,  
6           providing recreation and boosting the  
7           economy.

8           Constructing the new Tappan Zee Bridge  
9           with a transit component and reinventing the  
10          old bridge as a park is a real opportunity  
11          for the State of New York to learn from our  
12          successes rather than from our mistakes.

13          Thank you.

14          MR. BLOCH: Thank you. We have Miss  
15          Shimsky to be followed by Alfreda Williams,  
16          whose representing Westchester County  
17          Legislature.

18          MS. SHIMSKY: Thank you to the panel  
19          for coming to listen to our input today.

20          My name is Mary Jane Shimsky. I am a  
21          Westchester County Legislator who represents  
22          the villages of Hastings, Dobbs Ferry,  
23          Irvington, and Ardsley, as well as parts of  
24          unincorporated Greenburgh.

25          We obviously need a new bridge. This

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2       bridge was not engineered to last and it  
3       needs to be designed more safely. This is  
4       also the time to do it. The gentlemen  
5       behind me and their coworkers need the jobs.  
6       This is also the time when the money we need  
7       to build the bridge will be cheapest while  
8       interest rates are at historic lows.

9           That being said, we need to focus on  
10       mass transit. We need to begin to plan it  
11       at the soonest possible moment to make the  
12       construction process between the bridge and  
13       moving on to mass transit a seamless one.

14           Also, I'd like to comment on the effect  
15       that this construction will have on the  
16       local communities. Every community between  
17       the Bear Mountain Bridge and the George  
18       Washington Bridge is going to be effected  
19       with additional traffic on its local roads  
20       and on its highways as a result of various  
21       dislocations as a result of bridge  
22       construction. The local governments are  
23       going to need assistance to handle the  
24       traffic and to fund whatever additional  
25       planning and resources are going to be

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2           needed. And that planning should begin now,  
3           should be done in detail, with the local  
4           villages, towns, and cities, and the Borough  
5           of the Bronx and Manhattan involved right  
6           now.

7           Thank you very much for coming to  
8           listen to us, and we look forward to a new  
9           bridge and all the benefits it will bring.  
10          And we ask for the relief we need to help  
11          make everything go as smoothly as possible  
12          for the people we represent. Thank you.

13          MR. BLOCH: Thank you. After our  
14          current speaker, the next speaker will be  
15          Paul Summerfield, to be speaking for Mayor  
16          Spano from the City of Yonkers.

17          MS. WILLIAMS: Good evening. I want to  
18          thank you for providing this opportunity to  
19          hear from those of us that live in the  
20          region about our feelings about the new  
21          bridge.

22          Obviously, we need a new bridge. I  
23          don't think there's anyone in this room who  
24          would disagree with the fact that the  
25          current bridge is unsafe in many areas and

1           TZB DEIS Public Hearing  
2           we need a replacement. We need the jobs  
3           that it will provide because the  
4           construction industry needs them and we know  
5           that going forward, this bridge will provide  
6           not only jobs during the construction  
7           period, but will make it convenient for  
8           residents in Rockland County and Westchester  
9           so that there will be greater employment  
10          opportunities available.

11          My concern is with the lack of rapid  
12          transit. It is deplorable to think that in  
13          this day and time that we would not include  
14          the rapid transit component with the  
15          building of this bridge so that they can  
16          both be completed simultaneously.

17          There is no doubt that the air  
18          pollution and the soil pollution and all of  
19          the noise pollution that goes on with the  
20          construction of a new bridge would only be  
21          continued two or three years down the road  
22          if your current plan is put into operation.  
23          It is highly doubtful whether rapid transit  
24          would ever be included later on, but if it  
25          is, this means that it would only provide

1           TZB DEIS Public Hearing  
2           another two or three or five years of  
3           discomfort and evacuation and deplorable  
4           living conditions for these people that live  
5           in the area.

6           I represent the Village of Tarrytown,  
7           part of the Village of Sleepy Hollow, the  
8           Village of Elmsford, part of Northern  
9           Greenburgh. These areas are going to be  
10          directly affected by the construction  
11          involved in building a new bridge. And  
12          obviously we need it, as I said earlier, but  
13          what we need is a bridge, a smart bridge,  
14          and a smart bridge means bus rapid transit.

15          Thank you.

16          MR. BLOCH: Thank you. I apologize for  
17          misstating your name.

18          Our next speaker is Paul Summerfield,  
19          and to be followed by Paul Feiner, Town of  
20          Greenburgh; Supervisor, Town of Greenburgh.

21          MR. LESNICK: Yonkers speaks with one  
22          voice. I'm here with Paul Summerfield. I'm  
23          Chuck Lesnick, the Yonkers City Council  
24          President.

25          We unanimously passed a resolution

1           TZB DEIS Public Hearing  
2           supporting what Mayor Spano is about to say.  
3           In the interest of brevity, I'm going to  
4           hand it in and not speak.

5           MR. BLOCH: Thank you.

6           MR. SUMMERFIELD: Good evening. Thank  
7           you. I'm Paul Summerfield. I'm the City  
8           Engineer for the City of Yonkers. I'm here  
9           to represent Mayor Mike Spano, who  
10          apologizes for not being able to make it  
11          here.

12          Just briefly, Mayor Spano's  
13          administration fully supports the Governor's  
14          Tappan Zee Bridge replacement project,  
15          including future train and bus  
16          accessibility.

17          The replacement of the Tappan Zee  
18          Bridge has for too long been just a topic of  
19          conversation. We can no longer afford to  
20          postpone this vital project, especially  
21          considering the jobs that will be created  
22          which we need now more than ever, and  
23          considering the importance that this bridge  
24          has on the economic well-being of the  
25          region.

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2 The Mayor also supports the plan to  
3 reuse the existing Tappan Zee Bridge as a  
4 recreational facility.

5 Thanks to Governor Cuomo's leadership,  
6 the Mayor is hopeful that the replacement of  
7 the Tappan Zee Bridge will finally become a  
8 reality.

9 The Mayor looks forward to continued  
10 working with the Governor, state, and local  
11 leaders to help move the project forward.

12 Thank you.

13 MR. BLOCH: Thank you. Our next  
14 speaker is Paul Feiner, Supervisor Town of  
15 Greenburgh, to be followed by Mayor Drew  
16 Fixell from the Village of Tarrytown.

17 MR. FEINER: I'd like to thank Governor  
18 Cuomo, the New York Times, Newsday, the  
19 Journal News for supporting the proposal to  
20 study the possibility of preserving the old  
21 Tappan Zee Bridge and turning it into a  
22 park. I believe that we can make the Tappan  
23 Zee Bridge a world-class destination point,  
24 and also believe that we should explore some  
25 public/private opportunities that can

1 TZB DEIS Public Hearing

2 generate revenue for the state.

3 New York is known for its greatness.  
4 We're a state that should not settle for  
5 mediocrity. We have to do things right and  
6 we have to do it the best. Our projects  
7 should be the models for the rest of the  
8 nation. The Tappan Bridge Park initiative  
9 is one model that will encourage tourism,  
10 help our hotels, our local businesses, our  
11 property values.

12 But we also need mass transit. The  
13 Greenburgh Town Board, at our February 28th  
14 Town Board meeting, unanimously approved a  
15 resolution urging the State to restore  
16 dedicated public transportation  
17 infrastructures on any and all plans for the  
18 replacement of the Tappan Zee Bridge.

19 Finally, I'd like to suggest that the  
20 State create an advisory committee made up  
21 of local officials and residents who live  
22 closest to the path of the bridge. The  
23 State is focusing its attention on the  
24 impacts the bridge will have on the larger  
25 community, but we also have to think about

1           TZB DEIS Public Hearing  
2           the people who live right near the bridge.  
3           I believe that that community deserves  
4           attention.

5           When construction starts, there's going  
6           to be a lot of quality of life issues  
7           impacting residents; noise, there's going to  
8           be construction-related problems,  
9           inconveniences, evening work. These are  
10          issues that need to be addressed. Creating  
11          a committee consisting of residents who live  
12          near the bridge and local officials and the  
13          State could be very useful and help mitigate  
14          some of the disruptions caused by the  
15          construction.

16          Finally, government construction  
17          projects have a habit of going over budget.  
18          It's my recommendation that the State commit  
19          to a project that will not go over budget.  
20          Contracts, architects, everyone involved in  
21          the project should know that if they bid  
22          low, that's the bid. That's what they're  
23          going to be paid, nothing more. And there  
24          should be a cap on all bidding. And we have  
25          to show the rest of the State that when

1           TZB DEIS Public Hearing  
2           there's a low bidding process, we expect  
3           them to do what they say they're going to  
4           do.

5           MR. BLOCH: Thank you very much.

6           Our next speaker is Mayor Fixell from  
7           the Village of Tarrytown, to be followed by  
8           Michael Mills, Village Administrator for the  
9           Village of Elmsford.

10          MR. FIXELL: Thank you. First, I would  
11          like to say that I'm appreciative of the  
12          Governor's and the President's efforts to  
13          move this project forward.

14          Ultimately, however, I come to this  
15          hearing with a profound sense of  
16          disappointment. As so many other officials  
17          and citizens have testified before and will  
18          no doubt do so after me, that disappointment  
19          stems from the absence in this project of a  
20          meaningful commitment to mass transit,  
21          specifically bus rapid transit.

22          Though all of us acknowledge that  
23          making and delivering on that commitment  
24          would be neither easy nor inexpensive,  
25          failing to do so is, at bottom, a choice.

1 TZB DEIS Public Hearing

2 And if you make that choice now, everything  
3 we know from the history of public finance,  
4 mass transportation, and government policy  
5 tells us that the opportunity is not likely  
6 to come again for many years, if ever. And  
7 if it does take somewhat more time to put  
8 that plan together, that's a small price to  
9 pay for a project that truly delivers the  
10 long-term economic and environmental  
11 benefits that have always been promised and  
12 are much needed and deserved by our  
13 residents.

14 While delay and paralysis serves no  
15 positive purpose, there similarly is neither  
16 a need nor an apparent justification for  
17 rushing forward, like was done in 1952, with  
18 a project whose impacts we will live with  
19 for the next 100 years or more.

20 Now, I truly wish that my only  
21 misgivings concern mass transit, but  
22 unfortunately, I do have several additional  
23 issues that need to be raised.

24 First, the 40-day review period for the  
25 DEIS is unacceptably short, particularly for

1           TZB DEIS Public Hearing  
2           a project of this unprecedented size, scope,  
3           and complexity. If a private developer came  
4           to any community or to the state, for that  
5           matter, with a project a fraction of this  
6           size, there's simply no way the review would  
7           be limited to only a month and-a-half.  
8           Aside from being unreasonable, this sets a  
9           terrible precedent, and an extension of 60  
10          to 90 days needs to be considered.

11           Second, the absence in the DEIS of a  
12          financial plan and an analysis of the impact  
13          on both our local economy and our residents,  
14          especially middle and lower income  
15          commuters, of what will almost certainly be  
16          significantly higher tolls, undermines the  
17          review process.

18           Moreover, as the project does not  
19          include mass transit, which could provide  
20          some relief from the negative impacts of the  
21          higher tolls, it is even more critical that  
22          the financial plan and measures to mitigate  
23          negative economic impacts be part of the  
24          review from the start.

25           Third, we believe it is imperative that

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2 serious consideration be given to real  
3 mitigation measures to offset the negative  
4 environmental impacts on neighboring  
5 properties, in particular, the Quay  
6 condominiums. Such mitigation ought to  
7 include some means to counter the  
8 substantial loss of property values that  
9 will inevitably result from such a massive  
10 project being placed on the edge of this  
11 property.

12 These impacts are real and the DEIS  
13 does not adequately address them. Moreover,  
14 if the response to this issue is that the  
15 state law has no provisions for compensating  
16 neighboring property owners for the  
17 extraordinary negative impacts of major  
18 projects, then perhaps consideration should  
19 be given to modifying the law as was done  
20 with the design-build legislation.

21 MR. BLOCH: Can I ask you to wrap up  
22 shortly?

23 MR. FIXELL: Sure. Finally, as we have  
24 pointed out many times before, the DEIS  
25 ought to give a hard look at an alternative

1           TZB DEIS Public Hearing  
2           configuration that would allow for the  
3           creation of a new TZB/Metro-North transfer  
4           station built as part of the toll plaza that  
5           would allow bus passengers and nearby  
6           residents to quickly and easily access the  
7           Hudson Line trains without clogging our  
8           roads. If such a facility is not considered  
9           within the planning process and the capacity  
10          for such a facility is not provided for in  
11          the actual plans, it will likely be  
12          impossible to add it at a later date.

13                 Thank you.

14                 MR. BLOCH: Thank you. I would like to  
15                 call the next speaker, Michael Mills,  
16                 Village Administrator from the village of  
17                 Elmsford, to be followed by Chuck Lesnick,  
18                 President of the City of Yonkers City  
19                 Council.

20                 MR. MILLS: Thank you for this  
21                 opportunity to deliver this message.

22                 A little over eight years ago, a  
23                 handful of consultants converged on my  
24                 office at the Village of Elmsford to begin  
25                 the review of potential mass transit options

1           TZB DEIS Public Hearing  
2           transversing through the borders of the  
3           Village as part of the Tappan Zee  
4           Bridge/I-287 Corridor Project. The options  
5           at that time varied from rail to bus rapid  
6           transit with the potential of stations  
7           within the borders of the Village of  
8           Elmsford.

9           Over the course of the next seven  
10          years, the Village staff, the Village Board  
11          of Trustees, Mayor Williams, and I worked  
12          cooperatively with the consultants towards  
13          determining the best options for mass  
14          transit, for a mass transit system to serve  
15          the region and the Village.

16          This work included maintaining active  
17          participation in the project SAWG as well as  
18          the Village undertaking significant planning  
19          activities and initiatives to potentially  
20          transform one or two areas of the Village  
21          into new transportation centers, with the  
22          inclusion of transportation-oriented  
23          development, TOD, along this mass transit  
24          system.

25          With the subsequent shelving of the

1           TZB DEIS Public Hearing  
2           Tappan Zee Bridge/I-287 Corridor Project in  
3           favor of the new Tappan Zee Hudson River  
4           Crossing Project and the apparent scrapping  
5           of mass transit over the bridge and through  
6           the corridors, it goes without saying that  
7           the Village was a bit confused and  
8           disappointed after all the time and energy  
9           it had invested towards the incorporation of  
10          mass transit and TOD in the Village.

11          As such, at first, and evidenced by  
12          previous written comments submitted on the  
13          new project, the Village took a stance in  
14          opposition to the new project without mass  
15          transit.

16          However, over the course of the past  
17          few months, as we continued to do our due  
18          diligence on the new project, we have gained  
19          a greater appreciation for the plan  
20          currently before us today. And I am pleased  
21          to state that we support the expediated  
22          process to build a new bridge as currently  
23          proposed.

24          I join Mayor Williams in commending the  
25          cooperative effort of Governor Cuomo, the

1           TZB DEIS Public Hearing  
2           New York State Department of Transportation,  
3           the New York State Thruway Authority, and  
4           the Federal Highway Administration as they  
5           work together to expediate the rebuilding of  
6           one of the region's most important  
7           infrastructures, the Tappan Zee Bridge.

8           We believe it is important to  
9           understand the current project plan speeds  
10          up the construction of the new bridge, but  
11          does not slow down the future incorporation  
12          of mass transit on the bridge and along the  
13          connected highway corridors east and west of  
14          the river.

15          The new project plan clearly does not  
16          preclude mass transit onto the new bridge in  
17          the future. The state and federal  
18          commitment to expediate construction of a  
19          new Tappan Zee Bridge at this time is  
20          fiscally prudent, will create much needed  
21          local and regional jobs, and preserve  
22          options for inclusion of mass transit in the  
23          near future.

24          It is clear from our perspective that  
25          to remove, but not to preclude, the complete

1           TZB DEIS Public Hearing  
2       buildout of a mass transit program in the  
3       Tappan Zee Hudson River Crossing Project is  
4       a decision in the overall best interest of  
5       public safety and economic stability.

6           Today, without the inclusion of mass  
7       transit, a program requiring additional  
8       study of modes, land needs, design,  
9       operational decisions, and cost  
10      implications, the Tappan Zee Hudson River  
11      Crossing Project is a new bridge which is  
12      now in the forefront instead of the horizon.

13           We stand confident that all  
14      environmental concerns identified will be  
15      satisfactorily mitigated and, as such, fully  
16      support the Tappan Zee Hudson River Crossing  
17      Project moving forward as proposed.

18           And if I would indulge you just one  
19      more minute, I want to break the rules for a  
20      second because I noticed here in the crowd  
21      two young people who won't have an  
22      opportunity to be made part of the record,  
23      but I would ask them, would you stand up and  
24      show us your signs?

25           That's who we're building this new

1           TZB DEIS Public Hearing  
2 bridge for.

3           MR. BLOCH: Thank you very much. Our  
4 next speaker is Chuck Lesnick, President of  
5 Yonkers City Council.

6           A VOICE: He already spoke.

7           MR. BLOCH: Okay. I apologize.

8           Councilwoman Milagros Lecuona, again I  
9 apologize if I mispronounce your name, from  
10 the City of White Plains, to be followed by  
11 Richard Anderson from the New York Building  
12 Congress.

13          MS. LECUONA: You pronounced my name  
14 almost 100 percent right, Milagros Lecuona.

15          A few months ago I attended the first  
16 public hearing on scoping and as the  
17 co-chair of the Tappan Bridge Park Alliance,  
18 I spoke in support of the conversion of the  
19 existing Tappan Zee Bridge into a park.

20          I'm thrilled to see that Governor Cuomo  
21 realizes the potential of this option, and I  
22 applaud the Governor's leadership on his  
23 comments from a last week in support of the  
24 Tappan Zee Bridge preservation and for being  
25 receptive to innovative alternatives when

1           TZB DEIS Public Hearing  
2 presented to him.

3           For those of you not familiar with the  
4 Tappan Bridge Park Alliance proposal, the  
5 reasons behind our mission are many. I'm  
6 going to only mention a couple.

7           Environmentally speaking, the  
8 conversion will create 33 acres of parkland  
9 instead of generating tons of debris if the  
10 bridge is demolished.

11           It will facilitate a much needed  
12 pedestrian/biking trail linkage from east to  
13 west throughout the Hudson Valley, instead  
14 of ignoring unique opportunities for  
15 important trail linkages in the region.

16           Economically speaking, the conversion  
17 will add permanent jobs and economic  
18 development to the region instead of  
19 throwing away 150 million in demolition and,  
20 what was said tonight, 1.3 billion in  
21 maintenance only in the next decade.

22           Historic preservation: The conversion  
23 will preserve a magnificent structure  
24 instead of demolishing an engineering  
25 artwork; and, very important, preserve an

1           TZB DEIS Public Hearing  
2 historic structure of important value for  
3 the region instead of destroying New  
4 Yorkers' historic patrimony.

5           Community development: The conversion  
6 is a great project that unites communities  
7 from Westchester County and Rockland County  
8 instead of a demolished bridge that brings  
9 no value for our communities.

10           Of course, there are challenges. And  
11 the two that seem to concern most people are  
12 the fact that the new and the existing  
13 bridge are sharing the same footprint at  
14 their landings. But keep in mind that those  
15 two bridges are going to be a different  
16 height. And it appears that the bridges are  
17 not monolithic structures. They have piers  
18 and enough space for adding connecting  
19 ramps.

20           The other challenge is fundings for  
21 maintenance. I already just mentioned that  
22 150 million for demolition would be saved  
23 and the \$1.5 billion dedicated to the  
24 maintenance should be spent keeping in mind  
25 preservation and not demolition. And that's

1           TZB DEIS Public Hearing  
2 a very important point.

3           I also applaud Governor Cuomo for  
4 expediting the construction of the new  
5 bridge. However, as I mentioned at the  
6 scoping public hearing, I am disappointed  
7 that mass public transportation is not part  
8 of this first phase.

9           As a trained architect and an urban  
10 planner, I have to say that not including  
11 modal transit from day one is not going to  
12 solve the increasing problem of traffic  
13 congestion, and is not the right way of  
14 addressing the present or future  
15 environmental issues in this region.

16           By bringing public transportation at  
17 this first phase, you will save money on  
18 soft costs, you save money on mobilization  
19 that only will occur once instead of twice,  
20 and, most of all, you will be disturbing the  
21 Nyack and the Tarrytown neighborhoods only  
22 once instead of twice, which is really  
23 asking too much to those residents.

24           MR. BLOCH: Can I ask you to wrap up  
25 shortly?

1 TZB DEIS Public Hearing

2 MS. LECUONA: Excuse me. But I spent a  
3 lot of time working on this and I am --

4 MR. BLOCH: I understand, but we have  
5 40 other speakers after you.

6 MS. LECUONA: I understand.

7 For centuries, human society has been  
8 directly influencing the state of our  
9 natural elements cycle, and despite the  
10 rapid population growth, especially during  
11 the last few decades, the subject has  
12 received not much attention.

13 Last century, we became environmentally  
14 conscious and we started addressing the  
15 damage we humans do to our land, water, and  
16 air.

17 This century, we need to focus on  
18 developing innovations that help us reduce  
19 the impact of our daily lives on the  
20 environment. In other words, we know better  
21 now.

22 I understand that the budget is the  
23 budget, but not bringing public  
24 transportation into the project at its  
25 opening in 2017 is not a responsible

1           TZB DEIS Public Hearing  
2 alternative.

3           However, if we keep thinking out of the  
4 box, there is also a great opportunity here  
5 for the transit mode if the Tappan Zee  
6 Bridge has access to bikers and pedestrians  
7 through the new park. The DEIS proposal for  
8 the new bridge is showing an 18-foot lane  
9 for pedestrians, bikers, and the required  
10 buffer between them and the incoming  
11 traffic. That lane will not be necessary.  
12 Use that 18-foot lane for a tram or a bus,  
13 allowing for public transportation from day  
14 one on the new crossing.

15           And allow me to give a couple of  
16 recommendations, and then I will be done.

17           The design of the new bridge have to  
18 keep in mind the preservation of the bridge.  
19 So those images that you are showing are  
20 really a little bit of misleading if we are  
21 keeping the bridge, the Tappan Zee Bridge  
22 up. So the designers should keep in mind  
23 that in front of that bridge there is going  
24 to be the existing Tappan Zee Bridge.

25           I recommend the creation of an office

1           TZB DEIS Public Hearing  
2           dedicated to address people's concerns or  
3           problems at all time. This office will be  
4           taking care of daily issues related to  
5           quality of life such as noise, et cetera,  
6           especially for the neighboring affected  
7           communities.

8           I believe the design/build construction  
9           contract is the way to go, but we need to  
10          have the quality controls in place all the  
11          time.

12          And I strongly ask you for an inclusive  
13          process of the conversion of the Tappan Zee  
14          Bridge into a park. It is important to keep  
15          the community, the hundreds, if not  
16          thousands, of residents that have received  
17          this idea with open arms from day one  
18          participating in this project.

19          MR. BLOCH: I need you to --

20          MS. LECUONA: And my last one. And my  
21          last one --

22          MR. BLOCH: It's five minutes. I  
23          really need you to finish.

24          MS. LECUONA: -- is to present this  
25          project to the Obama Administration as a

1           TZB DEIS Public Hearing  
2           model for hundreds of bridges all over the  
3           country in similar situation. We preserve  
4           the bridge, but with bring mass transit to  
5           the new bridge. Thank you very much.

6           MR. BLOCH: Thank you.

7           I'm going to remind people, I do have  
8           40 other speakers. By and large, we have  
9           people staying very close to two minutes.

10          I also want to remind people in the  
11          audience, it does not help to show emotion.  
12          I know there's a great deal of emotion, but  
13          please hold back on any displays.

14          So I'd like to call Richard Anderson  
15          from the New York Building Congress, to be  
16          followed by Ross Pepe from the Construction  
17          Industry Council.

18          MR. ANDERSON: Thank you. The New York  
19          Building Congress is pleased to join so many  
20          others here this evening to support the  
21          findings of the Draft Environmental Impact  
22          Statement for a new Tappan Zee Bridge. We  
23          believe the DEIS effectively summarizes the  
24          critical condition of the existing span and  
25          presents a recommended alternative that will

1           TZB DEIS Public Hearing  
2           improve travel conditions and provide  
3           opportunities for adding mass transit when  
4           funding becomes available.

5           The Building Congress is a membership  
6           organization and we incorporate in our  
7           membership the designers, the contractors,  
8           the working men and women who will build  
9           this bridge. One of our core objectives is  
10          to encourage infrastructure investment and  
11          economic development.

12          The most important conclusion of the  
13          DEIS is the determination of need for a new  
14          bridge. Traffic flows coming from counties  
15          west of the Hudson River have increased many  
16          fold since the original bridge opened in the  
17          1950s. We heard that this evening. Traffic  
18          volume far exceeds capacity, and traffic  
19          jams are a daily occurrence. The resulting  
20          delays have a significant impact on our  
21          economy.

22          While funding for the project is not  
23          fully secured, the State is rising to the  
24          challenge of assembling financing, including  
25          seeking support from the innovative federal

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2 TIFIA loan program, and negotiating with  
3 pension funds.

4 The Building Congress urges the State  
5 to move quickly to begin construction.  
6 New York has studied options for replacing  
7 the Tappan Zee Bridge for over a decade. We  
8 must take action now before a crisis occurs.

9 Engineering a major transportation  
10 facility for future additional capacity is  
11 not unprecedented. When the George  
12 Washington Bridge was opened to the public,  
13 there was a single deck. Fortunately, the  
14 Port Authority planned for the future  
15 growth, and as capacity grew, a second level  
16 was constructed 30 years after the bridge  
17 was first opened, increasing capacity by  
18 some 75 percent. The State can take the  
19 same prudent approach with a new Tappan Zee  
20 Bridge.

21 So in including, we believe the DEIS  
22 provides a firm foundation for the State to  
23 complete design and begin construction for a  
24 new bridge as soon as possible.

25 We applaud the Governor and his staff

1           TZB DEIS Public Hearing  
2           for their efforts to strengthen our  
3           infrastructure and our economy. New York  
4           must not miss this historic opportunity.

5           Thank you very much.

6           MR. BLOCH: Thank you.

7           Our next speaker is Ross Pepe, to be  
8           followed by Bill Mooney from the Westchester  
9           County Association.

10          MR. PEPE: Thank you and good evening.  
11          First, I'm here tonight to speak on behalf  
12          of ReplaceTheTZBridge.org. It's an  
13          organization and coalition of many  
14          businesses here locally, statewide, and  
15          nationally that are concerned with this  
16          Tappan Zee Bridge being replaced and the new  
17          bridge being put in service as quickly as  
18          possible.

19          We want to congratulate the agencies  
20          that have been involved in designing and  
21          studying this bridge over the past years and  
22          who have worked expeditiously to move the  
23          process forward for replacing the Tappan Zee  
24          Bridge.

25          I think, too, we need to look at and

1           TZB DEIS Public Hearing  
2           focus on the mass transit discussion that's  
3           taken place and identify and know that the  
4           first step towards a final mass transit  
5           solution will be the construction of the  
6           replacement bridge.

7           Once this bridge is complete, mass  
8           transit systems, when they are designed and  
9           developed on the land sides, can be attached  
10          to the bridge quickly, and we'll have a  
11          region-wide mass transportation system under  
12          way immediately.

13          The window of opportunity for this all  
14          to take place has finally arrived and we  
15          need to act on it quickly. We cannot allow  
16          it to escape us. It may never come around  
17          again.

18          When you look at the two structures,  
19          the existing structure and that which is  
20          being proposed, the existing bridge is old  
21          and beyond its life cycle. It has narrow  
22          lanes that do not meet federal interstate  
23          standards. It has the highest rate of  
24          accidents by as much as 100 percent more  
25          than any other section of the Thruway

1           TZB DEIS Public Hearing  
2           system. It has no redundancy to withstand  
3           an earthquake or other natural disaster, and  
4           it will cost one and-a-half billion dollars  
5           over the next 10 years just to maintain it  
6           in some operational condition. It offers no  
7           room for the expansion of the deck, nor does  
8           it offer any opportunity for mass transit.

9           The new replacement spans are  
10          everything the Tappan Zee Bridge is not.

11          Tens of thousands of new jobs will come  
12          to the region with a new replacement bridge,  
13          jobs in design, construction, material  
14          production and delivery, housing, hotels,  
15          food services, transportation services,  
16          insurance, banking, and on and on during the  
17          construction of a \$5 billion project.

18          Following the new bridge opening, the  
19          economy of the immediate and regional areas  
20          will expand with new businesses bringing  
21          thousands of permanent jobs to all areas of  
22          the economy.

23          The recently issued DEIS said there are  
24          no significant long-term impacts for the  
25          surrounding communities, nor the Hudson

1           TZB DEIS Public Hearing  
2 River.

3           The new replacement bridge is  
4 affordable and comes at a time when  
5 New Yorkers need two important things; jobs  
6 and a revitalized transportation system that  
7 serves local, regional, and global  
8 transportation needs.

9           We urge you to build the new bridge  
10 now. Thank you.

11           MR. BLOCH: Thank you. Our next  
12 speaker is Bill Mooney, to be followed by  
13 Michelle Simard.

14           MR. MOONEY: I'm Bill Mooney from the  
15 Westchester County Association.

16           We need a new bridge and we need it  
17 now, clearly.

18           And we support vigorously Ross Pepe in  
19 his efforts to get the new bridge, I might  
20 add.

21           I appreciate the opportunity to speak  
22 here this afternoon and would like to take a  
23 few minutes to focus on three key issues  
24 relative to the rebuilding of the Tappan Zee  
25 Bridge.

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2 Number one, the economic realities, the  
3 esthetic appeal, and privatization options.

4 The economic realities are such that we  
5 may have to sacrifice the perfect to avoid  
6 the disastrous. The requirement to have  
7 mass transit in place on the bridge from the  
8 first day of its operation will only serve  
9 to delay the environmental review process  
10 and, therefore, the bridge construction for  
11 many years. This puts the safety of those  
12 150,000 plus daily commuters who depend on  
13 the bridge to work and live in jeopardy.

14 In addition to the safety issue, we  
15 cannot lose sight of the economic  
16 developments, the benefits that will accrue.  
17 Not only will we see the creation of  
18 thousands of jobs for the local construction  
19 industry which has been suffering from  
20 20 percent unemployment, and we've got to  
21 get those guys back to work, no question  
22 about that, but the boon to local vendors,  
23 service providers, et cetera, will be  
24 enormous. And the opportunities lost which  
25 we will face every day from the business

1           TZB DEIS Public Hearing  
2           that may decide not to relocate or expand in  
3           our region because of the outdated  
4           infrastructure cannot be overlooked.

5           The esthetic appeal, just briefly, and  
6           my statement will detail that as I hand it  
7           in --

8           MR. BLOCH: Thank you.

9           MR. MOONEY: We're aware of the costs  
10          of the safer replacement bridge, but we'd  
11          like to see something that can serve as an  
12          icon for our region. And, once again, I'll  
13          detail that.

14          Privatization, we believe there are  
15          many private equity partners here and abroad  
16          with plenty of liquidity and we think the  
17          time is right to foster a partnership with  
18          them and others, such as public-sector  
19          pension funds, to create a long-term  
20          solution for the Tappan Zee Bridge.

21          Thank you for having me.

22          MR. BLOCH: Thank you very much.

23          Our next speaker is Michelle Simard, to  
24          be followed by John Corvett.

25          MS. SIMARD: Hi. Good evening. My

1           TZB DEIS Public Hearing  
2           name is Michelle Simard and I'm here on  
3           behalf of the Pace Environmental Litigation  
4           Clinic. In the few moments that I have, I'd  
5           like to address our most significant  
6           concerns regarding the bridge and the DEIS.

7           First, the amount of time that the  
8           public has been given to review and comment  
9           on the DEIS is wholly insufficient. We have  
10          been given the minimum number of days as  
11          required by law to comment and read this  
12          DEIS that is very long and addresses a  
13          multitude of complex issues.

14          Furthermore, we have filed many FOIL  
15          requests with a number of agencies that are  
16          critical to our ability to properly comment  
17          on the DEIS and have been told that these  
18          documents will not be available for at least  
19          four weeks, which will be after the comment  
20          period is over. Therefore, we have filed a  
21          request with the DOT to ask for a 60 day  
22          extension, and we hope that they honor this  
23          request in order to better facilitate the  
24          public participation in this process.

25          Another concern is that the DEIS fails

1           TZB DEIS Public Hearing  
2           to properly assess the impacts of  
3           constructing a new bridge and demolishing an  
4           old one on the Hudson River ecosystem. This  
5           problem will cause the Shortnose sturgeon  
6           and the recently listed Atlantic sturgeon to  
7           be taken in much larger numbers than the  
8           DEIS suggests.

9           Furthermore, we are still waiting for  
10          Noah to designate the critical habitat for  
11          the Shortnose and Atlantic sturgeon which  
12          may have an impact on the extent and  
13          activity that may occur on the Hudson River.

14          The DEIS also falsely claims that the  
15          replacement alternative will not generate  
16          additional volume or capacity on the bridge.  
17          There is no basis for this assumption in the  
18          DEIS. The lead agencies use this assumption  
19          to justify their decision to short circuit  
20          and avoid studying the environmental impacts  
21          to critical areas like transportation, air  
22          quality, energy, and climate change.

23          The fact of the matter is, they will be  
24          adding capacity to the bridge because they  
25          are adding an additional lane in the other

1           TZB DEIS Public Hearing  
2           direction every single day that the bridge  
3           is open.

4           Finally, the DEIS fails to adequately  
5           describe all of the alternatives considered  
6           and provide sufficient justification for  
7           eliminating options such as the tunnel,  
8           single structure, and the rehabilitation and  
9           expansion of the current bridge.

10          Additionally, the cost estimates for  
11          the alternatives mentioned in the DEIS have  
12          no accompanying cost studies to show how  
13          these figures were calculated.

14          Thank you for listening.

15          MR. BLOCH: Thank you. Our next  
16          speaker is John Corvett, to be followed by  
17          Veronica Vanterpool.

18          John Corvett? No.

19          Okay, our next speaker is Veronica  
20          Vanterpool, to be followed by Steven Faust.

21          MS. VANTERPOOL: Good evening. I'm  
22          with Tri-State Transportation Campaign. I'm  
23          the Associate Director there.

24          Tri-State Transportation Campaign  
25          supports the replacement of the Tappan Zee

1           TZB DEIS Public Hearing  
2 Bridge project, but the current plan without  
3 transit is shortchanging Westchester,  
4 Rockland, and New York.

5           Without transit on the Tappan Zee, our  
6 region gets more of the same, another costly  
7 transportation project that encourages our  
8 dependence on oil, invites traffic  
9 congestion, contributes to air and water  
10 pollution, encourages sprawl, and isolates  
11 communities.

12           The irony of this situation is that New  
13 York State Department of Transportation felt  
14 the same before October 2011 when  
15 Governor Cuomo reversed course and decided  
16 to build a bridge not to preclude transit  
17 instead of building a bridge that includes  
18 transit.

19           Yesterday, the New York State Thruway  
20 Authority issued a MYTH verse FACT press  
21 release. Tri-State wishes to address these  
22 and other myths.

23           There are no plans at this time to  
24 build transit as part of this project,  
25 although the State says in yesterday's

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2 release that the new bridge will have  
3 immediate dedicated express bus service.  
4 Why isn't this explicitly stated and  
5 explained in the DEIS?

6 Yesterday, the State indicated that  
7 Westchester and Rockland Counties would be  
8 solely responsible for implementing transit,  
9 when for 10 years the State was involved.  
10 No big transportation project in our region  
11 gets done without State support.

12 Bus rapid transit systems are generally  
13 cheaper than rail systems despite what the  
14 State says. It has grossly inflated the  
15 cost of transit, pricing a new bus system at  
16 \$5.3 billion. That ends up being  
17 \$166 million per mile, 12 times the industry  
18 standard of \$13.5 million a mile. At \$5.3  
19 billion, the State must be planning to use  
20 platinum to build a BRT system reaching  
21 Westchester's Platinum Mile.

22 The State suggests the Counties will  
23 have to resort to tax increases and toll  
24 hikes to pay for a bus system. But the  
25 State doesn't have any money for the bridge

1           TZB DEIS Public Hearing  
2           and will likely have to resort to tolls that  
3           could be as high as \$30 per vehicle to  
4           finance the loans on the bridge. Just  
5           today, Deputy Commissioner for  
6           Transportation Karen Rae said tolls on the  
7           bridge would be consistent with other Hudson  
8           Valley crossings. Today, cars pay \$12 to  
9           cross the George Washington Bridge.

10           Like the construction trades, we want  
11           and support construction jobs. We also want  
12           and support transit manufacturing and  
13           operation jobs, which are permanent and go  
14           beyond construction. Bridges with transit  
15           create more jobs and provide access to more  
16           jobs than is currently planned in this  
17           proposal.

18           In closing, there is tremendous support  
19           for transit on the bridge. Towns in the  
20           Tappan Zee footprint are passing resolutions  
21           in support of transit and sending these  
22           resolutions to state and federal officials.

23           Hastings-on-Hudson was the first to  
24           start this effort. Croton-on-Hudson  
25           followed, then Dobbs Ferry, Greenburgh,

1           TZB DEIS Public Hearing  
2           Yonkers, the Northern Westchester  
3           Environmental Action Consortium representing  
4           Bedford, Cortlandt, Lewisboro, New Castle,  
5           North Castle, North Salem, Ossining, Pound  
6           Ridge, Somers, Yorktown, City of Peekskill,  
7           Croton-on-Hudson, and Village of Mt. Kisco.

8           MR. BLOCH: Could you wrap up?

9           MS. VANTERPOOL: I am, yes. Thank you.  
10          Rockland County towns are passing  
11          resolutions, also.

12          Building a bridge without any mass  
13          transit ignores these voices, it ignores  
14          public comments, facts and findings from a  
15          10-year planning process, and contradicts  
16          the State's own data, and does not plan for  
17          the future.

18          Let's replace the bridge, but let's do  
19          it right. Thank you.

20          MR. BLOCH: Thank you.

21          MS. VANTERPOOL: I'm also submitting a  
22          separate comment. I signed in on behalf of  
23          Scenic Hudson.

24          MR. BLOCH: Okay. I'm going to call on  
25          you later for that. I can't do two in a row

1           TZB DEIS Public Hearing  
2 right now.

3           MS. VANTERPOOL: No. They registered  
4 me as such.

5           MR. BLOCH: I know. They made a  
6 mistake. I have to go to the next speaker.  
7 We have 40 speakers. You can certainly go  
8 to the other court reporter or you can hand  
9 in those comments.

10          MS. VANTERPOOL: I'm speaking for a  
11 totally exclusive organization, Scenic  
12 Hudson.

13          MR. BLOCH: I understand. You can come  
14 back and do --

15          MS. VANTERPOOL: And in this 30  
16 seconds, I could have already been well into  
17 this other short --

18          MR. BLOCH: I'm sorry. You can't right  
19 now. I apologize for that.

20          Steven Faust, to be followed by Nat  
21 Parish.

22          MR. FAUST: Thank you. I'm a  
23 professional transportation planner. I've  
24 actually worked for Federal Transit  
25 Administration. I'm retired from that.

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2 I very much support transit on the  
3 bridge, but I think other speakers have been  
4 addressing that quite well.

5 I'm going to take on a different  
6 element, which is, I'd like to thank the  
7 Thruway and DOT for including a  
8 non motorized bicycle and pedestrian path on  
9 the bridge. This fills a 60 year gap across  
10 the Hudson.

11 This opportunity for cyclists and  
12 pedestrians and walkers and runners does  
13 bring with it a few problems; particularly,  
14 making local street access on both sides of  
15 the bridge safe for pedestrians and  
16 bicyclists.

17 The new path will induce a significant  
18 increase in both walking and bicycle traffic  
19 on both sides of the bridge. The DEIS does  
20 not discuss the traffic safety issues of  
21 connecting the path, the bridge path to the  
22 regional non motorized trails and on-road  
23 bike routes. For example, a key omission in  
24 the DEIS, the Putnam Rail Trail was left  
25 out. This is a 55-mile bicycle and walking

1           TZB DEIS Public Hearing  
2           parkway that runs from Brewster to the  
3           Bronx. The closest connection on the Putnam  
4           Rail Trail is in Elmsford, just half a mile  
5           from here. It's up Route 119 from Route 9,  
6           and it's only two and-a-half miles, which  
7           puts it well within a very short riding  
8           distance and even a relatively short walking  
9           distance from the bridge head.

10           However, Route 119 is not a bicycle  
11           safe roadway. A few years back, the State  
12           and County probably together improved the  
13           road. They put up a very nice landscaped  
14           central median buffer and narrowed the side  
15           lanes so that there's no space for  
16           cyclists -- for motorists to overtake  
17           safely, to overtake bicycles. The lanes are  
18           too narrow.

19           This is a life safety issue that exists  
20           on several of the other roads and paths  
21           connecting the bridge. These need  
22           improvements such as route signs,  
23           crosswalks, traffic signals, sidewalks, and  
24           bicycle lanes. Most of this can be done at  
25           very low cost, but it's a critical element

1           TZB DEIS Public Hearing  
2           that has to go along with the bridge  
3           project. And it can be ready when the  
4           bridge opens.

5           There just will be -- I represent the  
6           Five Borough Bicycle Club. We run things  
7           like the Five Borough Bike Tour with 32,000  
8           riders. I've got 60 years of riding  
9           experience, 40 years of leading riders  
10          around and --

11          MR. BLOCH: Can you wrap up, Steve?

12          MR. FAUST: Yeah. We bring people up  
13          and down the Hudson on both sides all  
14          yearlong. This crossing is going to be  
15          heavily used. Please make it safe and  
16          convenient for everybody and we'll all have  
17          a good time.

18          MR. BLOCH: Thank you. Our next  
19          speaker is Nat Parish, to be followed by  
20          Marsha Gordon.

21          MR. PARISH: Thank you. My name is Nat  
22          Parish. I'm a professional engineer and a  
23          full member American -- full member Society  
24          Planner.

25          I'm here today representing, as a

1           TZB DEIS Public Hearing  
2           consultant to the Quay condominium. Some  
3           People call it the Quay condominium. You  
4           can take it both ways. And thankfully  
5           Supervisor Feiner and the Mayor of Tarrytown  
6           both discussed the need to consider the  
7           impacts on the Quay which have not been  
8           adequately considered in the current DEIS.

9           Specifically, the proposal requires the  
10          acquisition of a small slice of the Quay for  
11          easement because the bridge comes that close  
12          to the condominium complex. As a result,  
13          there are all kinds of impacts, both  
14          permanent impacts and construction impacts,  
15          particularly construction impacts, which  
16          have not been adequately examined in this  
17          DEIS and should, at a minimum, be examined  
18          in the FEIS. Those include noise,  
19          vibration, light, air quality, and  
20          diminution of property value impacts. All  
21          of those are not at all considered.

22          There's one other factor here which I  
23          think needs to be examined is the fact that  
24          one of the -- some of the important impacts  
25          of pile driving. And you're going to have a

1           TZB DEIS Public Hearing  
2           pile demonstration study now, as was earlier  
3           described. That's going to happen later.  
4           Actually, that should have happened before  
5           the DEIS was prepared and the results of  
6           that shown in the DEIS. I believe this is  
7           part of a segmented review.

8           Secondly, your illustrations outside  
9           explain that the design-build construct team  
10          that's going to be selected will be doing  
11          and proposing environmental mitigation. I  
12          think that's the problem that we have here  
13          that that should be in this DEIS, not later  
14          when that team is proposed.

15          Now specifically, while I'm going to  
16          discuss in a detailed statement what's  
17          needed, some of the impacts that need to be  
18          mitigated --

19          MR. BLOCH: If you could just do a few  
20          so we could wrap up.

21          MR. PARISH: Yeah. Very specifically,  
22          there are noise barriers, swimming pool  
23          bubble installation, replacement to tree  
24          damage, rodent control, curtailment of  
25          nighttime activity, lighting mitigation.

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2 All of those need to be considered and  
3 haven't been, as well as the whole issue of  
4 diminution of values, and also the  
5 installation procedures for the effective  
6 mobility to reduce noise impacts.

7 Thank you.

8 MR. BLOCH: Thank you very much. The  
9 next speaker is Marsha Gordon, to be  
10 followed by Edmund Walsh.

11 MS. GORDON: Thank you. I'm Marsha  
12 Gordon. I'm the president and Chief  
13 Executive Officer of The Business Council of  
14 Westchester. We represent more than 1,000  
15 employers in the region.

16 The title of my statement Replacing the  
17 Tappan Zee Bridge Now is Critical.

18 I want to thank you for the  
19 opportunity. The Business Council has long  
20 been on record in support of the replacement  
21 bridge currently being considered. As we  
22 all know, the current bridge was originally  
23 designed to handle much less traffic than  
24 now it is being asked to serve. There are  
25 many reasons to build a new crossing. Let

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2 me just list a few.

3 The current bridge doesn't conform to  
4 current interstate standards. There are  
5 conditions that contribute to traffic  
6 accidents and tie-ups that's really not good  
7 for commerce, it's not good for business.

8 In addition to many of these issues  
9 that will be corrected by a new bridge, the  
10 bridge project will bring major economic  
11 activity to our region, including the  
12 creation of more than 10,000 construction  
13 jobs, as well as all of the other work  
14 needed in connection to the project.

15 We applaud the leadership of Governor  
16 Cuomo and his staff while the agencies and  
17 departments for the fiscal pragmatism to  
18 start to build the new bridge now, while  
19 keeping open the mass transit option for the  
20 future.

21 We recognize the importance of planing  
22 for mass transit, particularly east-west  
23 connecting bus rapid transit. Building the  
24 bridge is clearly the first step to achieve  
25 this option.

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2 The Business Council of Westchester  
3 looks forward to continuing our efforts in  
4 this area. However, insisting that mass  
5 transit be part of the new bridge on the  
6 first day the bridge opens will delay the  
7 project by five years. Please don't let  
8 this occur.

9 Given the political gridlock in  
10 Washington as evidenced most recently late  
11 last week when the leadership of the House  
12 scuttled a multiyear federal transportation  
13 bill in favor of a shorter bill with less  
14 funding for infrastructure renewal, the fact  
15 that the White House has listed a new Tappan  
16 Zee Hudson River crossing as one of only a  
17 handful of priority infrastructure projects  
18 translates into an unprecedented opportunity  
19 for us.

20 We are truly at a point of mission  
21 critical. Let's replace the Tappan Zee  
22 Bridge now. Thank you.

23 MR. BLOCH: Thank you. Our next  
24 speaker is Edmund Walsh, to be followed by  
25 Dom Scaffeddi. Mr. Walsh?

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2 MR. KOPE: Hello, sir. My name is John  
3 Kope. You called out a few speakers ago the  
4 name John Corvett. I just want to be sure  
5 that you weren't mispronouncing my name.  
6 I've been sitting here for quite a while.

7 MR. BLOCH: Are you from AAA?

8 MR. KOPE: No.

9 MR. BLOCH: No, I did not call your  
10 name yet.

11 Edmund Walsh? No.

12 Dom Scaffeddi?

13 Are you Mr. Scaffeddi or Mr. Walsh?

14 MR. SCAFFEDDI: Scaffeddi. Good  
15 evening. My name is Dominic Scaffeddi. I'm  
16 a representative with the Northeast Council  
17 of Carpenters. I'm here tonight in support  
18 of the bridge project.

19 I want to talk about safety real quick.  
20 When you look at the bridge and the amount  
21 of travel that it takes on a daily basis, in  
22 the event of a catastrophic event, the  
23 impact on both sides of the river would be  
24 great. That's something that we could not  
25 tolerate in these economic times.

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2 Unemployment. When you look at TV and  
3 you see a nine percent unemployment rate,  
4 that's not a true barometer of the  
5 construction industry. We're currently at  
6 anywhere between a 25 and a 30 percent  
7 unemployment rate. That's unacceptable.

8 We support the design-build process.

9 We feel that the mass transit should be  
10 a part. It's a cost effective way of doing  
11 business and will bring the project in on  
12 time and under budget. The cost of the  
13 construction materials are going up yearly.  
14 So by the delay of this project, the costs  
15 of doing this would be a significant  
16 increase to the cost of this bridge in  
17 itself.

18 We want to see this bridge built, built  
19 on time, under budget, and as soon as  
20 possible to put our brothers to work.

21 Thank you.

22 MR. BLOCH: Thank you. The next  
23 speaker is Adrienne Donato. No.

24 I'm going to take this moment, we are  
25 about halfway through, to save the fingers

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2           of our court reporter, I just want to take a  
3           30 second break so she can just stretch her  
4           fingers. You can stand up if you like.  
5           Don't leave because we're going to get back  
6           in 30 seconds.

7           (Pause.)

8           MR. BLOCH: We're going to start again  
9           and I'm going to ask Victoria Weisel to be  
10          followed by John Lipscomb. So Miss Weisel,  
11          will you come up? Everybody please give her  
12          the respect that she needs. And if you want  
13          to talk, please leave, but everybody else  
14          please sit down.

15          MS. WEISEL: Victoria Weisel of the  
16          Irving Neighborhood Preservation  
17          Association. We're sort of a microcosm.  
18          We're one of the neighbors that's right next  
19          to the tollbooth of the bridge on the south  
20          side. And of course we're concerned about  
21          noise, dust, air quality pollution, bright  
22          lights, and any sort of mitigation and  
23          preplanning in terms of taking a look at our  
24          houses before construction starts because if  
25          damage occurs, we'd like to be compensated

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2 and helped out with that.

3           What I truly want to speak about is  
4 traffic mitigation and also, not only our  
5 smaller neighborhood, but what happens to  
6 the village as well.

7           In terms of traffic mitigation, this is  
8 very specific to our neighborhood, we are  
9 hoping that -- our neighborhood you turn-off  
10 of Broadway onto Van Wart and Paulding  
11 Avenues. We're hoping that the construction  
12 vehicles will not use that as an entrance  
13 and an exit. The entrance to the tollbooth  
14 parking lot is off of Van Wart and there is  
15 also a maintenance road that travels  
16 underneath the bridge. However, we have  
17 over 30 children in the neighborhood and we  
18 have just scads of school buses coming and  
19 going via that place, as well as the Jewish  
20 Community Center which has its school bus  
21 dropoff in the afternoons.

22           We lived through the construction of  
23 the Route 9 bridge over 287 and we were cut  
24 off from the village entirely. We couldn't  
25 make left turns.

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2 If construction vehicles are constantly  
3 turning in and out of there, we're going to  
4 be cut off again and it's also going to be a  
5 dangerous situation.

6 In addition to that, we are hoping that  
7 we can get some sound barriers put up  
8 because at Washington Place, perpendicular  
9 to Van Wart, right where the tollbooth  
10 parking lot is, there is what we call the  
11 shower curtain, which is merely a net rather  
12 than a sound barrier or a wall.

13 In addition to that, I wanted to  
14 mention that we have Riverwalk at the end of  
15 our road, which is on Van Wart Avenue. We  
16 are hoping that that might be connected  
17 under the bridge over some point because  
18 that would add connection to the village,  
19 and we're cut off right now from that.

20 In addition, I know this is a little  
21 bit just beyond the scope of this project,  
22 but the Aqueduct Trail is also cut off by  
23 287 and there is no connection there.

24 So more construction happening with  
25 construction sites around the south end of

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2 Tarrytown is cutting us off from the village  
3 completely. It's also creating a complete  
4 boondoggle of traffic going into Tarrytown  
5 and into Irvington. And we're hoping people  
6 will look at that.

7 I did also want to mention something  
8 that Mr. Parish had said in regard to the  
9 Quay. With the widening of 287 and the  
10 blasting, we had an influx of rats and  
11 groundhogs, and I'm hoping there will be  
12 pest remediation because we actually had  
13 lots of property damage and problems  
14 throughout the neighborhood because of that.

15 So we're a microcosm. We're hoping  
16 you'll take these things into consideration.

17 The sound barriers also are an issue,  
18 not only along Van Wart, but along the area  
19 of the maintenance road.

20 We're hoping that you will prevent the  
21 maintenance road from being a frequently  
22 traveled site for construction vehicles.

23 MR. BLOCH: Thank you. I wanted to  
24 remind people, just one second before our  
25 next speaker, we have almost 30 more

1           TZB DEIS Public Hearing  
2       speakers. So if you feel that you can't  
3       wait, I'm not going to make you wait. We do  
4       have another court reporter in the main  
5       area. She would be very happy to take your  
6       comments. And you don't have to rush  
7       through your comments with her. There's  
8       nobody sitting there saying two minutes. So  
9       please feel free to do that.

10           And if you have written comments that  
11       you want to submit, please, I would very  
12       much ask you to try to just summarize those,  
13       give us the written comments, and they will  
14       be addressed. So thank you.

15           Mr. Lipscomb to be followed by Jeffrey  
16       Miller.

17           MR. LIPSCOMB: My name is John  
18       Lipscomb. I have lived in the Hudson  
19       Valley, Tarrytown, Irvington, Rockland  
20       County my whole life.

21           I work for Riverkeeper, I operate our  
22       patrol boat. I'm here representing  
23       Riverkeeper.

24           This DEIS fails because it pretends  
25       that the bridge replacement is no longer

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2 part of the corridor master plan which we  
3 discussed for over a decade to increase the  
4 capacity of the 30-mile corridor.

5           The lead agencies are now segmenting  
6 the 30-mile project, which is unethical and  
7 illegal because it deprives us, the public,  
8 our legal right to fully assess the total  
9 environmental impacts of the project.

10          This DEIS is premature because a final  
11 crossing design has not been presented to  
12 the public for our review. A comprehensive,  
13 meaningful review by the public is required  
14 by law. You ask us to review the DEIS, but  
15 you do not give us a design. What  
16 for-profit business could get away with that  
17 in New York State?

18          In addition, the DEIS is premature and  
19 incomplete because you have not secured  
20 funding. How can we judge which is the best  
21 alternative if we don't know where the money  
22 will come from? It's essential for us to  
23 know whether there will be federal grants or  
24 whether our taxes and our tolls will go up  
25 to pay for it.

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2 The Governor a few days ago stated that  
3 it will probably be paid for by tolls. That  
4 is not fair to those of us who live here.  
5 The cost of an interstate artery such as  
6 this should be spread out regionally,  
7 nationally, in fact, not fall on those who  
8 happen to live nearby.

9 This DEIS fails to take the, quote,  
10 unquote, hard look required by law at all  
11 legitimate alternatives, like a  
12 comprehensive complete rehab of the existing  
13 bridge or a tunnel or a single new span.  
14 The lead agency is required by law, and  
15 these laws are in place to protect the  
16 public from political and governmental  
17 abuse, you are required by law to do so and  
18 the government is required by law to share  
19 with the public the available alternatives  
20 and their relative impacts in the DEIS.

21 It's not sufficient to say the rehab of  
22 the bridge is not okay, you don't like it.  
23 That's not sufficient. It must be in the  
24 DEIS.

25 MR. BLOCH: Could I ask you to wrap up

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2 your comments, please?

3 MR. LIPSCOMB: Yes, I will.

4 Note, for the working men here, all of  
5 these alternatives, all will create many  
6 jobs. No one is advocating for the no-build  
7 alternative. We all understand it's  
8 required.

9 Very important, no one here has  
10 discussed the impacts on the Hudson River  
11 yet tonight. This DEIS should be rejected  
12 because it recommends the one alternative  
13 which is most likely to do the most harm to  
14 the Hudson River.

15 The Hudson has never before been  
16 subjected to an assault equaling the  
17 proposed extensive cross channel dredging  
18 lasting more than five years, the extensive  
19 disruption and re-suspension of bottom  
20 sediment, some contaminated, the extensive  
21 pile driving of such violence that it's  
22 predicted that it will cause fish kills.

23 The Hudson River, and in particular the  
24 areas around the Tappan Zee, are critical to  
25 migratory fish and wildlife, critical as a

1           TZB DEIS Public Hearing  
2           nursery for spawning fish, critical to fish  
3           that populate the entire Western North  
4           Atlantic.

5           MR. BLOCH: Please finish up right now,  
6           okay?

7           MR. LIPSCOMB: I will, I will. Many  
8           Hudson River fish populations are in  
9           decline. Some are listed as endangered.  
10          You must find a way to solve our  
11          transportation problems without sacrificing  
12          the river. Those days are gone.

13          One more sentence. This DEIS is  
14          fatally flawed because the technique used to  
15          do fish population studies was inadequate,  
16          especially in regard to endangered Shortnose  
17          sturgeon and recently listed Atlantic  
18          Sturgeon. It's a matter of public record  
19          that the methodology used was, quote,  
20          inadequate, end quote. So it's no surprise  
21          then that you determined that there would be  
22          minimal harm to these species.

23          This also means that the information  
24          you've provided to permitting agencies was  
25          incorrect and permits granted will not be

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2 based on actual conditions in the river.

3 Do not fast track us. Give us a good  
4 plan that we can live with for the next 150  
5 years.

6 MR. BLOCH: Thank you. Our next  
7 speaker is Jeffrey Miller, to be followed by  
8 Karl Smarsch. Mr. Miller?

9 MR. MILLER: Good evening. I'm Jeffrey  
10 Miller. I work for Local 137 Operating  
11 Engineers. We work out of Westchester  
12 County, Putnam. I also live around here,  
13 been around here a long time.

14 Really quick. I won't take too much  
15 time. I was going across the Tappan Zee  
16 Bridge not long ago with a friend of mine.  
17 And there was three of us in the truck and I  
18 kind of turned to him and almost at the  
19 same, we looked up and said, please, five  
20 more minutes. Get me across this bridge.

21 This bridge is falling apart as we know  
22 it and Band-Aids is what they're trying to  
23 do temporarily to patch it. It's not an  
24 answer.

25 We need a new bridge and we need it now

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2 before something real bad happens and we  
3 won't have it and we won't have this  
4 crossing going over. So we need to get it  
5 done, move it along so our kids can also use  
6 it. It will be designed properly so it will  
7 last longer than the one now.

8           I look around. I see a lot of people  
9 here, young families with kids, younger  
10 kids, and they're the ones that we have to  
11 think about with this, not only just us, who  
12 are going to be going to work on this. And  
13 all the towns around that are going to be  
14 affected by this also with their increased  
15 monies coming in with the delis and  
16 businesses and trucking and car sales, it's  
17 going to increase a lot. You increase that  
18 bridge, make it nice coming across, it's  
19 going to increase everybody around us.

20           MR. BLOCH: Thank you. Our next  
21 speaker, Paul Smarsch. Mr. Smarsch?

22           Okay. Our next speaker would be Joe  
23 DeVoe, to be followed by Alexander Saunders.

24           MR. DeVOE: I brought a small picture  
25 with me. I'm Joe DeVoe. I'm one of the

1           TZB DEIS Public Hearing  
2           directors of River Rowing Association. We  
3           row out of Nyack, New York. We are a non  
4           profit organization.

5           This project seriously impacts our home  
6           on the Hudson River between Nyack and  
7           Piermont. Together with the Piermont Rowing  
8           Club, we ply these waters every day from May  
9           through November. We know for example, it's  
10          60 strokes from Grandview Village Hall to  
11          the Tappan Zee Bridge, and 200 strokes from  
12          the bridge to Nyack.

13          We understand the need for a new  
14          bridge, as you can see from this picture.  
15          Thankfully, the bridge looks a lot better  
16          now than it did in 2006.

17          The New York State DOT has ignored our  
18          letter submitted on November 9th 2011 with a  
19          petition showing the support of over 150  
20          people citing safety concerns for our rowers  
21          and your work crews during the construction  
22          period.

23          No mention of our rowers' use of the  
24          river is noted in the DEIS. The only  
25          reference I could find is related to the

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2 Hudson River Greenway and, quote, it  
3 mentions, a temporary disruption of small  
4 watercraft navigation beneath the bridge  
5 during construction period can be expected.

6           Construction will last four to five  
7 years. It may be temporary in DOT parlance;  
8 however, it represents the time it takes to  
9 mold a gangly eighth grader into a New York  
10 State rowing champion. Many of our youth  
11 row in college and receive scholarships to  
12 do so. Over the past three years, river  
13 rowing graduates have rowed for Colgate,  
14 Marist, New York Maritime Academy, Syracuse,  
15 UC San Diego, Kenyon, and Harvard, among  
16 other schools.

17           This project seriously jeopardizes our  
18 ability to safely use these waters and thus  
19 our ability to survive as an organization.  
20 We estimate that from May through November  
21 we have over 10,000 man days of use on the  
22 impacted section of the Hudson River.

23           This project will include a multislip  
24 dock stretching into the river for over a  
25 third of a mile. The dredging, tug, barge,

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2 crane, construction crew traffic on the  
3 river will materially interfere with our  
4 ability to use these waters safely as we  
5 have for years.

6 To be dismissed by the DOT is insulting  
7 and it raises the questions, what other  
8 concerns are being ignored or withheld from  
9 the public? The safety of our rowers and  
10 the safety of your work crews is important  
11 to us and it should be to you in this  
12 process. Please incorporate our concerns  
13 into your review. Thank you.

14 MR. BLOCH: Thank you very much. Our  
15 next speaker is Alexander Saunders, to be  
16 followed by Linda Viertel.

17 MR. SAUNDERS: There are so many  
18 familiar faces here. Over 12 years, I've  
19 come to meet a great many of you. And I  
20 appreciate your patience. It's  
21 unbelievable.

22 In '03, I went to the world's greatest  
23 tunnel engineer, who is currently doing 40  
24 subways in China alone, just completed Alps  
25 Transit high speed trains straight and level

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2           from Germany to Italy, and a multitude of  
3           other projects.

4           Dr. Haronek (ph.) drew for us at no  
5           charge, and I brought to our DOT at no  
6           charge, full engineering drawings, no  
7           mystery, no test pilings, no nothing, just  
8           full engineering drawings for the Tappan  
9           tunnel, which lent itself for extension to  
10          Long Island, thereby solving the problem of  
11          environmental justice of the 2000 people who  
12          are dying every year along 495 and 95 due to  
13          diesel air pollution. Sad to say, that is  
14          the truth.

15          In the 10 years that we have been  
16          goofing around with this, 20,000 people have  
17          died of asthma, cancer, and cardiac problems  
18          due to diesel air pollution. And we have  
19          done nothing to create a full fledged tunnel  
20          all the way from Mahwah to Syosset.

21          Finally, cost. A billion dollars, if  
22          you pay it off, costs you between 20 and \$25  
23          a ride across the bridge. So \$5 billion  
24          costs over \$100 a ride every year, all the  
25          time, forever. We don't have that kind of

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2 money.

3 And we ought to be studying what's  
4 going on around the world that -- in  
5 Shanghai -- the Hudson River drawing that we  
6 got in '03 was taken to Shanghai in '05,  
7 completed in '08 in 22 months of building  
8 time for a cost of \$800 million with German  
9 machinery, German engineers, 10,000 miles  
10 from home. That is an affordable price. It  
11 came in at \$800 million.

12 That is typical of tunnel work  
13 everywhere in the world at this point except  
14 in Manhattan where it costs \$4 billion to go  
15 one mile with the number 7 train extension.

16 We live in some kind of a time warp in  
17 the United States. We used to be a leader.  
18 We're not a leader any more. Thank you.

19 MR. BLOCH: Thank you, sir. Linda  
20 Viertel, to be followed by John Kope.

21 MS. VIERTEL: Yes. I'm a Tarrytown  
22 resident, but I'm here on behalf of the  
23 New York League of Conservation Voters, the  
24 Westchester chapter. But I am also a  
25 Tarrytown resident.

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2 You will not be surprised to hear that  
3 the Westchester Chapter of the League of  
4 Conservation Voters strongly supports the  
5 inclusion of public transit in the Tappan  
6 Zee Bridge replacement project.

7 Rebuilding the Tappan Zee Bridge  
8 without public transit would be missed  
9 opportunity carrying with it significant  
10 negative environmental and economic  
11 repercussions for decades to come.

12 While the Westchester Chapter  
13 recognizes the need to develop a sound  
14 replacement for the bridge as opposed to  
15 indefinitely continuing ad hoc repairs, we  
16 believe that excluding a transit option in  
17 the new proposal is shortsighted. Doing so  
18 would lock local communities into reliance  
19 on this automobile-only infrastructure for  
20 the foreseeable future, and would fail to  
21 achieve important quality-of-life goals,  
22 including relieving congestion and improving  
23 air quality in the communities surrounding  
24 the bridge.

25 Proposals for the TZB replacement that

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2 include public transit will achieve these  
3 goals, yet the DEIS as released by the  
4 New York State Department of Transportation  
5 fails to consider any options for the bridge  
6 that include public transit.

7 To focus on just one shortcoming, while  
8 the proposed project as represented as not  
9 precluding transit in the future, in fact,  
10 the new plans for the replacement fail to  
11 consider the need to align the bridge  
12 landings with a feasible transit corridor as  
13 previously identified in years of study.

14 The State's current proposal disregards  
15 the transit consensus and the painstakingly  
16 developed technical details that emerged  
17 from over ten years of prior public process  
18 and 280 public meetings.

19 Much has been made of the additional  
20 cost to build a bridge that will accommodate  
21 transit. However, the public, as we have  
22 heard before tonight, can have little  
23 confidence in cost estimates used to dismiss  
24 transit when the underlying data on which  
25 such estimates rely have not been released

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2 to the public.

3           In any event, according to a recent  
4 news report in the Wall Street Journal, the  
5 state is planning to seek a loan and loan  
6 guarantees under the Transportation  
7 Infrastructure Finance and Innovation Act to  
8 cover 3 billion in cost.

9           Under this program, based on U.S.  
10 Department of Transportation criteria,  
11 projects that reduce greenhouse gas  
12 emissions, encourage the use of alternative  
13 transportation, reduce reliance on foreign  
14 oil, and promote livability, are more likely  
15 to receive federal loans. If the TZB  
16 replacement were to include mass transit,  
17 the State would have a stronger application.

18           It is difficult to see how the State  
19 can conclude that it has identified the best  
20 option when it has excluded one of the key  
21 goals of regional transportation planning  
22 from its proposals.

23           For these reasons, the New York League  
24 of Conservation Voters Westchester Chapter  
25 strongly urges Governor Cuomo to ensure that

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2           the TZ Bridge replacement be fully  
3           consistent with the important concerns and  
4           objectives outlined by the citizenry over  
5           the years of the replacement planning  
6           process. Thank you.

7           MR. BLOCH: Thank you. Our next  
8           speaker is John Kope, to be followed by  
9           Joyce Lennert.

10          MR. KOPE: Good evening. My name is  
11          John Kope. I'm a realtor and I'm  
12          Co-Chairman of the Legislative Council for  
13          the Hudson Gateway Association of Realtors.  
14          I am here representing this realtor  
15          association. We have handed in a written  
16          statement in support of building a new  
17          bridge, so I will make my remarks brief.

18          It is quite understandable if many of  
19          you do not recognize the name Hudson Gateway  
20          Association of Realtors. We are a brand new  
21          association formed just this year in  
22          January 2012. We were formed by the merger  
23          of, on this side of the bridge, Westchester  
24          and Putnam County Associations of Realtors,  
25          and on the other side of the bridge, by the

1           TZB DEIS Public Hearing  
2           Rockland & Orange County Association of  
3           Realtors.

4           The fact that we now have all, that is  
5           9300 members, that we are all part of a  
6           regional organization whose territory  
7           crosses the Hudson River speaks to the  
8           ongoing regionalization of the real estate  
9           industry in this area. The industry is  
10          simply following the movement of populations  
11          and the strengthening cross Hudson links in  
12          commerce and industry, education, and other  
13          key components of urban fabric.

14          At the center of the region, almost  
15          literally, is the Tappan Zee Bridge. It  
16          knits the region together. Without it, the  
17          region would cease to function, causing  
18          enormous harm to our economy and quality of  
19          life.

20          The present bridge is now old, some 10  
21          years beyond its 50 year life span. It's in  
22          disrepair and many consider it to be unsafe.  
23          If a new bridge was started today, we are  
24          told it will take approximately five or six  
25          years to complete. That would put the

1           TZB DEIS Public Hearing  
2 present bridge some 15 to 16 years beyond  
3 its life span.

4           The urgency is now. The urgency is  
5 especially now considering that building a  
6 new bridge is now among the highest  
7 infrastructure priorities at both the  
8 federal and New York State levels, that we  
9 have the commitments of the Obama and Cuomo  
10 Administrations to commence the project, and  
11 that there is serious consideration of fund  
12 raising options by those parties. It does  
13 not make sense to risk all of that by  
14 tacking on an unknown number of years to  
15 plan and review the transit options.

16           MR. BLOCH: Can I ask you to wrap up?

17           MR. KOPE: I will. Our preference as  
18 an organization is that the project stay on  
19 its current fast track, which also includes  
20 mass transit capable mode. Thank you.

21           MR. BLOCH: Thank you very much. The  
22 next speaker, Joyce Lennert, to be followed  
23 by Joan Traber. Is Joyce here? No?

24           Okay. Joan Traber?

25           MS. TRABER: I'm going to pass.

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2 MR. BLOCH: You're going to pass, okay.

3 MS. VANTERPOOL: If you're going to  
4 pass --

5 MS. TRABER: Yeah, I give it to  
6 Hudson --

7 MR. BLOCH: No, I'm sorry, it doesn't  
8 work that way.

9 Carolyn Cunningham is our next speaker,  
10 to be followed by Gary Prophet.

11 MS. CUNNINGHAM: I am speaking for  
12 Federated Conservationists of Westchester  
13 County, which is an environmental group  
14 that's been around since the 1960S. We have  
15 been involved, over the last 10 years, in  
16 the Tappan Zee and the I-287 Corridor  
17 Project so that we are terribly disappointed  
18 that this particular situation has come to  
19 be that we are now planning a bridge without  
20 the mass transit facet that we think should  
21 be on the bridge and which most people who  
22 have spoken to date from all the  
23 municipalities would agree.

24 We are extremely disappointed that this  
25 is no real plan, but we feel that the mass

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2 transit is still critical to reduce the  
3 traffic congestion and the air pollution  
4 that we have in our region.

5 We are happy that the DEIS, of course,  
6 said that the proposed bridge would not  
7 preclude mass transit; however, we have no  
8 timeline presented and we know what has  
9 happened in the past on this.

10 We are being told now that the grading  
11 and design features will not inhibit or  
12 preclude bus rapid transit or hopefully  
13 light commuter rail, which is what we still  
14 feel is the best long-term solution for the  
15 county and for the whole region. We hope  
16 that this will be made clear that this mass  
17 transit will be added to the design, and if  
18 it continues to go on this way without  
19 further actual immediate planning, that if  
20 we could well ensure that the new Tappan Zee  
21 Bridge will add this capacity for mass  
22 transit, and that it's not just assured but  
23 is facilitated.

24 We need to implement the capacity for  
25 multimodal solutions right now and not just

1           TZB DEIS Public Hearing  
2           as a possible way-down-the-road future  
3           expansion. Work must be done to make this  
4           like a stage one because we've got to take  
5           real proactive measures to reimagine the  
6           future of transportation for the region in  
7           terms of real mass transit and not just put  
8           in a temporary solution that will not only  
9           be inadequate but obsolete almost when it  
10          opens.

11           Thank you for the opportunity to  
12          present our views.

13           MR. BLOCH: Thank you. Our next  
14          speaker is Gary Prophet, to be followed by  
15          David McKay Wilson.

16           MR. PROPHET: Good evening. I'm Gary  
17          Prophet, the Vice President of the Empire  
18          State Passengers Association. We're an  
19          association that works across the entire  
20          State to improve transit and connections to  
21          transit from local bus service on Genesee  
22          street in Buffalo to encouraging taxicabs to  
23          meet the Long Island railroad in Montauk  
24          Station.

25           We have been involved in this process

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2           since the very first meeting. As a matter  
3           of fact, we were kind of amazed at the huge  
4           transit component that was initially desired  
5           in this meeting and the huge cost of that  
6           component.

7           Unfortunately, that seems to have been  
8           one of the downfalls of this, was having  
9           heavy commuter rail being proposed across  
10          the bridge and down the Hudson River Valley  
11          on the Hudson Line. That is not really  
12          needed because, as many of you already know,  
13          going across the Tappan Zee Bridge,  
14          70 percent of the traffic continues east  
15          toward White Plains. Only 30 percent of the  
16          traffic goes south toward New York City.

17          What we need and what we must have on  
18          day one is some type of mass transit, bus  
19          rapid transit across the corridor.

20          That doesn't mean that it has to be a  
21          \$5 billion project in its own right-of-way.  
22          It just means it has to be across the bridge  
23          and then do its best to get across the  
24          corridor.

25          I could change that with making a few

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2       lines on some of those maps in the next  
3       room. There is no reason why it needs to  
4       take several years of delay. It can be done  
5       at the same exact time that the bridge is  
6       constructed to make sure that the  
7       right-of-way and the pathway to extend it on  
8       both sides is there in the near future.

9           If nothing is done on day one, it will  
10       not be added, just as what happened to the  
11       George Washington Bridge which still does  
12       not have mass transit on it.

13           Another option that could be looked at,  
14       which somebody else had suggested, was  
15       having a bus go across the bridge and then  
16       having some type of way for people to get  
17       down to the track level to board at the  
18       Tarrytown Station. That could be anywhere  
19       from an elevator to a moving walkway to  
20       items such as that that would also greatly  
21       improve transit and greatly allow people to  
22       get across the bridge without adding  
23       traffic.

24           As far as the DEIS goes, I found it  
25       amazing that one of the comments in that

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2 document said that it would reduce pollution  
3 by allowing traffic to go quicker across the  
4 bridge. I don't know who wrote that in the  
5 document, but many people got a laugh out of  
6 that. And I suggest you eliminate that  
7 because building a new, bigger bridge is not  
8 going to reduce pollution. It's going to  
9 add pollution in Rockland County, it's going  
10 to add pollution in Westchester County.

11 We need some type of transit on day one  
12 to provide alternatives to people to get  
13 east-west across the corridor north of New  
14 York City. Thank you.

15 MR. BLOCH: Thank you.

16 Before Mr. Wilson, I just wanted to  
17 remind you, we have about 10 more speakers  
18 listed. Some of you have come maybe for the  
19 7:00 presentation that's being delayed  
20 because we have so many speakers. Of those  
21 who are signed up right now, if you would  
22 like, if you don't want to stick around, you  
23 can go to the court reporter in the  
24 ballroom. She will take your comments. You  
25 don't have to talk quickly there. Or you

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2 can hand in your written comments. So I  
3 just wanted to remind you of that.

4 Mr. Wilson, to be followed by Sherwood  
5 Chorost.

6 MR. WILSON: Thank you. My name is  
7 David McKay Wilson. I'm the Executive  
8 Director of the Bike Walk Alliance of  
9 Westchester and Putnam. I'm here tonight to  
10 speak on behalf of the cyclists and  
11 pedestrians in the lower Hudson Valley.

12 First, we're heartened by the State's  
13 inclusion of a pathway across the Hudson on  
14 one of the new spans. I look forward to the  
15 State safely connecting this pathway to the  
16 north-south routes, the Old Croton Aqueduct  
17 Trail about a mile from the bridge, and the  
18 North and South County Trailways which are  
19 about three miles east.

20 We believe the project can do more to  
21 improve the environment in our area. And  
22 the way that can be done is to rethink the  
23 plan to demolish the old bridge. Deemed  
24 eligible for the National Register of  
25 Historic Places, this bridge is an

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2           historical treasure in our region. It's  
3           been deemed worthy for preservation, and I  
4           say let's preserve it, let's make it a  
5           preserve.

6           I'd like to thank Governor Cuomo and  
7           Thruway Authority Executive Director Tom  
8           Madison for hearing our calls at the October  
9           Scoping Session when we called for a  
10          feasibility study of preserving the bridge.  
11          Both are now on record saying that they want  
12          to pursue a study of preserving the bridge.  
13          We think it's a good thing for the region.

14          We also believe that the Final  
15          Environmental Impact Statement should look  
16          more thoroughly at the environmental impact  
17          of demolishing the bridge, carting away  
18          33 acres of pavement, and ripping the  
19          pilings from the riverbed.

20          We know that cost is a serious issue  
21          for the bridge. We believe that preserving  
22          the bridge is a way to save money.  
23          Demolition will cost at least \$150 million  
24          and that will be spending \$150 million to  
25          dismantle a bridge that's just seen a half

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2 billion dollars in repairs over the past 10  
3 years, with another 1.3 billion planned by  
4 the time the last car goes over it.

5           Transforming the bridge into a  
6 recreational destination will ignite a boom  
7 in healthy living and spark economic  
8 development on both sides of the river.

9           We have reason to believe that the  
10 Tappan Zee Bridge will have plenty of life  
11 left in it when its days are done carrying  
12 cars and trucks. Here's an opportunity for  
13 New York to think big and imagine a  
14 sustainable future. Transforming the Tappan  
15 Zee Bridge into Tappan Bridge Park can help  
16 lead the way. Thank you.

17           MR. BLOCH: Thank you. Our next  
18 speaker is Sherwood Chorost. Not here.

19           Our next speaker is Deborah Ramsey. Is  
20 she here? No.

21           Our next speaker is Peter Sprink. No.

22           Next speaker is Tracy Brown to be  
23 followed by Robert Friedman.

24           MS. BROWN: I'm here. I am here  
25 representing local residents. I live in

1           TZB DEIS Public Hearing  
2 Sleepy Hollow. And I have a lot of concerns  
3 about what we're talking about for the  
4 bridge, many of which have been addressed by  
5 other people tonight, so I'm just going to  
6 focus my comments on the process.

7           I understand that this process has been  
8 going on for 12 years, and yet somehow we've  
9 gotten to a point where it's rush, rush,  
10 Draft Environmental Impact Statement, 45  
11 days for the public to respond to it.

12           There are clearly many, many questions  
13 and issues that have not been addressed. I  
14 wrote a list of some that I'm aware of, but  
15 I won't bother going into it.

16           It's so incredibly obvious when you  
17 listen to everyone's comments today that  
18 this is being railroaded through this  
19 community. The process has been segmented  
20 the way it's being presented to us. And you  
21 said in your presentation earlier that you  
22 want input from the public, but how can we  
23 really give meaningful input when we don't  
24 really know what you're building, what its  
25 going to cost, how it will be financed, how

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2 long it's really going to take, how it's  
3 going to impact our community.

4 MR. BLOCH: Could you hold your  
5 applause so we could get through the  
6 comments? Thank you.

7 MS. BROWN: Segmentation of a project  
8 like this is unethical and it's not legal  
9 either.

10 And for the government to take our tax  
11 dollars and take 12 years to research all  
12 these options and all these alternatives and  
13 all these impacts and to not document them  
14 in this Draft EIS Statement and give us 45  
15 days to imagine and figure out what isn't in  
16 there and give you meaningful comments, it's  
17 a joke. I'm sorry. It's ridiculous.

18 So I would implore you to extend the  
19 comment period. You've given us a really  
20 difficult task of reviewing what's in there  
21 and figuring out what isn't in there.

22 You know, you want something to happen  
23 quickly. I think this type of process only  
24 serves to slow it down. You know, give us a  
25 real full meaningful picture. What are the

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2 alternatives? What are the costs? What is  
3 the plan? And then we can really respond  
4 instead of a, you know, kind of treasure  
5 hunt of what's here and what's not here and  
6 trying to imagine the possible scenarios.

7           So give us two more weeks. What is two  
8 weeks after 12 years? And we'll try and  
9 make sense of what you've presented to us.  
10 And I think if you can come back with  
11 something that's more thorough and responds  
12 to the comments that you hear today and over  
13 these many sessions, and I've been to a few  
14 now, then we can have a real conversation,  
15 decide on what's going to work for  
16 everybody's interest, and get going.

17           But in a process like this, it's only  
18 going to slow you down in the long run. So  
19 that's all I have to say.

20           MR. BLOCH: Thank you. Our next  
21 speaker is Robert Friedman, to be followed  
22 by Richard Gualtieri.

23           MR. FRIEDMAN: Good evening. I think  
24 it's evening now. My name is Rob Friedman.  
25 I'm a resident of Hastings. I have several

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2 comments to share with you today, as both a  
3 lifelong resident of this area and as an  
4 employee of Riverkeeper, regarding this DEIS  
5 which I consider to be an utter disgrace for  
6 more reasons than I have time for right now.  
7 But I'll give you some highlights for your  
8 enjoyment.

9 The DEIS for this project is a failure  
10 because it assumes that a bigger bridge with  
11 breakdown lanes will not create additional  
12 traffic volumes in the villages that feed  
13 the bridge.

14 Mr. Anderson, members of this panel,  
15 have you ever spent time on Route 9 in  
16 Tarrytown or Sleepy Hollow? It's a joke.  
17 Traffic is miserable. And I deal with it  
18 daily on my commute.

19 Building a bigger, wider Tappan Zee  
20 will cause more congestion on either side of  
21 the bridge, more idling, polluting vehicles  
22 in our communities which will cause both  
23 Westchester and Rockland Counties to suffer.  
24 This DEIS must address regional traffic  
25 concerns. It does not at this time.

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2 With regard to mass transit, if this  
3 bridge plan is built or if this bridge is  
4 built without mass transit to begin with, it  
5 will be obsolete from precisely the time  
6 that construction begins. Let's get smart  
7 here.

8 And, honestly, what exactly are we  
9 talking about tonight? How can you present  
10 a DEIS to us when you haven't even given us  
11 a final design for the bridge? I saw two  
12 options in that slide show. We're not even  
13 sure that those will be the final options.

14 You have requested that the public  
15 provide input and to review this massive  
16 DEIS, 1,000 pages. You gave us only 45 days  
17 to comment on it. We're not even sure what  
18 the final bridge design is going to be.  
19 That's preposterous.

20 Why can't we have an additional 60  
21 days, 90 days to comment? That's not going  
22 to kill this project. No one actually  
23 believes that that would kill the project.  
24 Give us some more time to comment on that.

25 And don't even get me started on the

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2           funding for this project. It's clear that  
3           no one has any idea of where that's going to  
4           come from. And, you know, the papers over  
5           the last few days, and Governor Cuomo  
6           included, has said that, you know, maybe the  
7           bridge will be paid for by raising tolls 15,  
8           \$20. Give me a break. That's ridiculous.

9           I feel that you're up here saying that  
10          this project is ready to go from that  
11          presentation that you gave us. But it's  
12          obviously to me and many people in this room  
13          that there are some serious questions that  
14          still need to be answered before a shovel  
15          enters the ground. Thank you very much.

16          MR. BLOCH: Thank you. Our next  
17          speaker is Richard Gualtieri, followed by  
18          Harold Shames.

19          MR. GUALTIERI: If you read the holy  
20          scriptures, there's a place where it says,  
21          eyes have they, but they see not. Ears have  
22          they, but they hear not. Sometimes I think  
23          that the writer must have been thinking of  
24          Andrew Cuomo.

25          We've heard the Westchester County

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2 Executive and the Rockland County Executive  
3 and countless elected officials and ordinary  
4 citizens saying that we should have transit  
5 on this bridge, and the Governor seems to  
6 say no. Doesn't care what the people of  
7 this Valley say or the elected officials  
8 thereof. He's determined what he's going to  
9 do, and the heck with everybody else.

10 The other thing I wanted to say is,  
11 we've heard talk about tolls being used to  
12 pay for this replacement bridge, and we've  
13 heard speculation about a \$15 toll, \$20  
14 toll, sometimes numbers higher than that.  
15 It would seem as though any kind of a  
16 substantial increase in the toll is likely  
17 to have an impact on traffic, not only  
18 across the bridge, but all the other  
19 arterials that feed into the bridge.  
20 Traffic in certain corridors could be  
21 increased while traffic in other roads  
22 decrease, and yet there's no consideration  
23 of the air quality and other community  
24 impacts that this could have.

25 The other thing is that a chain is only

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2 as strong as its weakest link. In this  
3 instance, we know that from Nyack to the  
4 Palisades Parkway is heavily constrained,  
5 and that's not proposed to be improved in  
6 any way by this project. So while it's  
7 great to have a really great bridge, if the  
8 people of this community are still going to  
9 be tied up in the same traffic, particularly  
10 in Rockland, then the operational situation  
11 will not be good.

12 MR. BLOCH: Richard, could you wrap up?

13 MR. GUALTIERI: Yeah, yeah. So I think  
14 that this EIS is not complete if it does not  
15 take the funding into consideration, which  
16 was promised in October when this thing was  
17 rescoped.

18 One other thing real quick is that I  
19 don't think that transit or what have you  
20 needs to be part of day one, but it would  
21 have independent utility and it could be  
22 processed on parallel track.

23 MR. BLOCH: Thank you. Mr. Shames,  
24 Harold Shames? No.

25 Gus Montero, to be followed by Bill

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2 Huston.

3 MR. MONTERO: My name is Gus Montero.  
4 I'm a local resident. I really didn't  
5 prepare, but I just want to say that  
6 rehabilitation of the current bridge is the  
7 most affordable option with the least  
8 adverse environmental impact, and I think it  
9 should be given strong consideration.

10 Demographic studies have shown that the  
11 population is actually decreasing. That's  
12 why we lost a Congressional seat. That's  
13 why Social Security is threatened. So we  
14 don't really need a bigger bridge for more  
15 traffic because traffic will be diminishing.

16 So, in conclusion, I'm saying let's  
17 rehabilitate the current bridge and save  
18 some bucks.

19 Governor Christie had it right when he  
20 said to Schumer and everybody else when they  
21 wanted that project, we can't afford it.

22 Thank you.

23 MR. BLOCH: Thank you. Bill Huston?  
24 Kenneth Vogel?

25 MR. VOGEL: I thought I'd be speaking

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2 at 7:00, but okay.

3           MR. BLOCH: You can wait. I can  
4 certainly call you later, if you'd like.

5           MR. VOGEL: No, no.

6           MR. BLOCH: To be follow by Cheryl  
7 Pine.

8           MR. VOGEL: Hi. Ken Vogel from the  
9 Hudson Valley by Ulster County.

10           My comments are based on what I also  
11 heard before. I heard somebody saying that  
12 the tolls would be going up. Being that I'm  
13 from north, I didn't know that the George  
14 Washington Bridge was \$12 for one car.

15           Bridges up by me raised by 50 percent,  
16 by the way, if you guys didn't know. It  
17 went from \$1 to \$1.50. And that's what I  
18 crossed, the Bear Mountain, to get here, by  
19 the way.

20           The reason I bring that up, by the way,  
21 is what toll could it be based on, that  
22 disparity between the George Washington and  
23 the bridge to the north of the Tappan Zee.

24           The other reason I ask that is that  
25 because the new bridge is not leaving the

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2 footprint of the old bridge, just in case,  
3 God forbid, some sort of calamity, if, for  
4 example, the bridge closed, what is your,  
5 like, backup idea if that would happen, by  
6 the way? Do you happen to have had any  
7 thought, by the way? I just want to make  
8 sure you've got that covered.

9 Also, over the 12 years now that we've  
10 been talking about this, one of the things  
11 about tolls that I heard, and because I grew  
12 up in New Jersey, by the way, is that I-95  
13 between 287 and 195 in Ewing, New Jersey  
14 never got built because the Turnpike would  
15 lose all the toll for the free interstate  
16 going through.

17 And one of the things I learned here at  
18 the Tappan Zee meeting in 2000 was, I asked  
19 the Thruway Authority because, I mean, they  
20 happened to be here at the meeting, and you  
21 still are so I just want you to verify this,  
22 I said, how is it that the Thruway Authority  
23 is for I-86, which is, by the way, getting  
24 built right now, and, therefore, you would  
25 have truck traffic deviating from the

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2 Thruway in Harriman and avoiding all the  
3 tolls, being that tolls were brought up.  
4           This is kind of relevant because I was  
5 also told back then that all the highways  
6 would have E-ZPass on it, which obviously  
7 isn't true now that Barack Obama has stopped  
8 Pennsylvania from tolling I-80. And also  
9 the Connecticut DOT was planning on tolling  
10 I-84, if you haven't heard, with the  
11 congestion pricing. So all these things  
12 ought to be thought into it.

13           The next thing I want to bring up,  
14 which the last person kind of brought up, is  
15 have a look at the history of the Nicholson  
16 viaduct and have that in context of the new  
17 Tappan Zee Bridge. And if you don't know  
18 what I mean, come see me afterwards. I  
19 don't want to take up more time.

20           MR. BLOCH: Thank you, Ken.

21           Cheryl Pine?

22           Matt Brennan? Okay. Matt is our last  
23 speaker of this session. Not of the  
24 evening, but of this session.

25           MR. BRENNAN: Thank you. And I give

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2 you a lot of credit for being able to sit  
3 through all of us today.

4 I must say, it was refreshing to see  
5 Governor Cuomo endorse a scaled-down version  
6 of the Tappan Zee Bridge, considering the  
7 last decade has been dominated by an  
8 unrealistic obsession to build a \$16 billion  
9 mega bridge with an emphasis on  
10 accommodating mass transportation. None of  
11 it's supporters seem to realize the massive  
12 amounts of road reconstruction and property  
13 condemnation which will occur along with the  
14 fact that numerous connecting bus lines must  
15 be designed, built, equipped, and staffed,  
16 creating more unnecessary expense for local  
17 government.

18 Simply put, local bus service in  
19 suburbia is a gigantic waste of taxpayer  
20 money. Most people own cars, and  
21 subsidizing taxi rides would be a lot  
22 cheaper.

23 The mega bridge project only makes  
24 sense if the ultimate goal is to change  
25 Rockland County bedroom communities that

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2 surround the New York State Thruway into a  
3 giant industrial park requiring massive  
4 numbers of employees reminiscent of the 1923  
5 movie Metropolis.

6 Hidden agenda question marks got larger  
7 last summer when New York State Thruway  
8 Exit 14 was the location of an exploratory  
9 drilling two miles deep into the Newark  
10 Basin aquifer in order to ascertain its use  
11 for possible carbon sequestering.

12 The mega bridge plan also calls for a  
13 14,000-foot train tunnel to begin at the  
14 Palisades Mall and exit upon the shores of  
15 Grandview. Inaccessible to Nyack residents,  
16 this also defies logic. A large mega bridge  
17 cannot be built because there is no bedrock  
18 support until reaching the current main  
19 structure at the ship channel, because after  
20 drilling 1,000 feet, as deep as Hook  
21 Mountain is tall, no bedrock is yet to be  
22 discovered.

23 The current bridge, which has a  
24 two-mile causeway supported by piles driven  
25 into a riverbed consisting of peat, clay,

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2           and glacial till, is probably what will have  
3           to be done for the current bridge. And  
4           that's all the weight that can be supported.

5           MR. BLOCH: Can I ask you to wrap up in  
6           a moment?

7           MR. BRENNAN: Oh, I already had two  
8           minutes?

9           MR. BLOCH: Yes. Actually, a little  
10          bit more.

11          MR. BRENNAN: Okay. The 70,000  
12          commuter increase spoken of by the mega  
13          bridge proponents is unrealistic unless  
14          Rockland is going to gain 50,000 households.  
15          In fact, most of Rockland rail commuters  
16          into Manhattan already commute on the  
17          Suffern or Nanuet lines and have no reason  
18          to travel across the Tappan Zee Bridge, and  
19          neither do the Manhattan commuters from  
20          Orange County. Westchester commuters are  
21          already well served by trains into Grand  
22          Central station.

23          The mega bridge project would cost at  
24          least 20 billion after the last bit of  
25          debris is once again left abandoned upon the

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2 Nyack shores. With no government money  
3 available, private money won't touch it.

4 Anyone doing the math will realize that  
5 if the bankrupt New York State Thruway  
6 Authority were to issue tax free 30-year  
7 bonds, \$20 billion of New York State Thruway  
8 Authority tax free 30-year bonds per annum  
9 would bring the total cost at over \$50  
10 billion. The bridge project will cost  
11 \$2 billion a year for 30 years. At \$5 per  
12 vehicle, it will take a physically  
13 impossible 400 million annual trips to break  
14 even. Last year the bridge had 25 million  
15 passengers --

16 MR. BLOCH: I'm going to have to ask  
17 you to --

18 MR. BRENNAN: Okay. Unlike the other  
19 speakers ahead of me that I had to sit  
20 through, I'll respect your wishes.

21 MR. BLOCH: Thank you. I appreciate  
22 that.

23 So that is it for our speakers at this  
24 point. Thank you.

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THE FOREGOING IS CERTIFIED to be a true  
and correct transcription of the original  
stenographic notes to the best of my ability.



*Kathleen Stala*

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Kathleen Stala