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TAPPAN ZEE HUDSON RIVER

CROSSING STUDY

DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

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Palisades Center, Raso Room
1000 Palisades Center Drive
West Nyack, New York

Tuesday, February 28, 2012
8:20 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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1 TZB DEIS Public Hearing

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

15 I'm serving as the moderator and
16 hearing officer for this evening's public
17 hearing. This is the first of two formal
18 public hearings for the Draft Environmental
19 Impact Statement (or DEIS) that has been
20 prepared for the Tappan Zee Hudson River
21 Crossing Project in Rockland and Westchester
22 Counties. It fulfills the requirements of
23 Article 2 of the New York State Eminent
24 Domain Procedure Law for Right-of-Way
25 acquisitions required for construction.

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2 This hearing is also intended to gather
3 information on an application by the project
4 for a permit from the U.S. Army Corps of
5 Engineers to transport and place dredge
6 material from construction of the project at
7 the Historic Area Remediation Site pursuant
8 to various parts of the Marine Protection,
9 Research, and Sanctuaries Act, and the
10 hearing is also being conducted in
11 accordance with Title 33 of the Code of
12 Federal Regulations, Part 237.

13 On Thursday, March 1st, there will be
14 another public hearing from 4 to 9 p.m., or
15 approximately 'til 9, at the Westchester
16 Marriott located at 670 White Plains Road in
17 Tarrytown.

18 These public hearings are sponsored by
19 two State agencies that are serving as the
20 project sponsors. Those are the same
21 agencies I mentioned before, the New York
22 State Department of Transportation and the
23 New York State Thruway Authority, as well as
24 being sponsored by the Federal Highway
25 Administration, which is serving as the lead

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2 agency for this EIS.

3 The EIS for this project is being
4 prepared in accordance with a number of laws
5 and regulations. I'm just going to quickly
6 mention some of them:

7 The National Environmental Policy Act
8 of 1969, as amended, and its various
9 regulatory language;

10 The Federal Highway Administration's
11 Environmental Impact and Related Procedures;

12 The requirements of the New York State
13 Environmental Quality Review Act;

14 And a number of other federal and state
15 regulations and requirements;

16 As well as Title 33 of the Code of
17 Federal Regulations, Part 325, Appendix B.

18 And in accordance with the National
19 Environmental Policy Act and the Army Corps
20 of Engineers permitting regulations, the
21 Army Corps of Engineers, New York District,
22 is cooperating with the Federal Highway
23 Administration in the preparation of this
24 Environmental Impact Statement. And as a
25 cooperating agency, the New York District is

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2 coordinating with Federal Highway so that
3 the resulting EIS can be adopted by the
4 New York District for purposes of exercising
5 its regulatory authority.

6 These public hearings are being
7 conducted to provide an opportunity to reach
8 the public and solicit input in response to
9 the Draft Environmental Impact Statement.
10 These meetings provide one of many
11 opportunities to make formal statements of
12 positions before any project decision-making
13 occurs.

14 Another opportunity is to make written
15 comments. And if you were in the other
16 room, you could pick up one of these comment
17 forms. You can return that to us this
18 evening or you can send that to us in many
19 different ways, and they're all listed on
20 the bottom of that; by mail, by e-mail, by
21 fax. And if you want to include other
22 information, letters, other pieces of
23 information, please feel free to do that.
24 The only thing I need to let you know is
25 that the deadline date is March 15th, that's

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2 Thursday, March 15th, 2012. And if you're
3 going to mail it, it has to be postmarked by
4 March 15th, 2012.

5 Based on the findings of this Draft
6 Environmental Impact Statement and the
7 written and oral comments received during
8 the public comment period, the lead agency,
9 Federal Highway Administration, will prepare
10 a Final Environmental Impact Statement which
11 contains responses to the comments received
12 during the public comment period, including
13 those that we get at this public hearing.

14 The Draft Environmental Impact
15 Statement is available, can be reviewed and
16 downloaded from the project website, which
17 is www.TZBsite.com. And it's also available
18 at various public facilities, libraries,
19 town halls, and other locations. And those
20 are listed on a sheet of paper that you can
21 get across the hall where you signed in if
22 you'd like to get that.

23 The proceedings are being recorded by a
24 stenographer and a verbatim written
25 transcript will be prepared and made

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2 available for your review on the project
3 website. If you want to make oral comments
4 a little later on or at any point during the
5 evening, there's two ways to do that. You
6 could wait until we finish this presentation
7 and I will call you up, or you can go next
8 door to the Besso Room right next door and
9 there is a court stenographer there who will
10 take your comments as well. It doesn't
11 matter where you make the comments. We'll
12 have them listed and we will be responding
13 to any set of oral comments just as we will
14 be responding to any set of written
15 comments.

16 If you do want to speak either here or
17 next door, you must fill out one of the
18 small cards, speaker cards. Signing in, as
19 you probably all did, is not signing in to
20 speak. So if you haven't done that yet and
21 want to speak, just go back to that room and
22 you'll get a small speaker's card and that
23 will come to me.

24 You can file written statements, as I
25 mentioned. And if you've already filed

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2 written statements prior to this date,
3 there's no need to do it again. Those are
4 already part of the record. They'll be
5 given the same weight and consideration as
6 oral statements.

7 Just so that we have a chance to make
8 our presentation and allow people to speak,
9 we will not be responding to questions from
10 the floor at this part of the meeting. If
11 you want to speak to someone, you can go to
12 the other hall where we had all the boards
13 up and there will be many representatives of
14 the project team. They'll be more than
15 happy to try to answer any questions or
16 show you information, although that part of
17 the conversation will not be made part of
18 the formal record.

19 And I will try to ask you, if you
20 could, when you make your oral statements
21 here to try to confine those to two minutes.
22 We didn't have much luck last time, but
23 we'll see what we can do now.

24 So before I call on some of the
25 speakers, I just want to introduce the

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2 members of the dais. To my immediate left
3 is Michael Anderson from the New York State
4 Department of Transportation. To his left
5 is David Capobianco from the New York State
6 Thruway Authority. And to his left is
7 Richard Tomer from the U.S. Army Corps of
8 Engineers.

9 So at this time I just wanted to call
10 upon Elizabeth Novak from the New York State
11 Thruway Authority who wanted to make a few
12 brief comments.

13 MS. NOVAK: Thank you, Arnie. Can
14 everyone hear me? Very good.

15 Well, thank you all for hanging in
16 there tonight. It's been a long day and
17 we're very pleased you're here.

18 My name is Elizabeth Novak. I'm an
19 Environmental Specialist with the New York
20 State Thruway Authority, a member of the
21 project team.

22 As Arnie mentioned, the purpose of
23 tonight's meeting is really to garner your
24 input on the Draft Environmental Impact
25 Statement for this very important project,

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2 and we'd like to welcome you and thank you
3 for attending.

4 This project is critical not only to
5 the region, but is also a vital
6 infrastructure link for the Northeast.

7 The Obama Administration has identified
8 this as priority project, and Governor
9 Cuomo's office is in full support.

10 Given the scale, complexity,
11 importance, and fast pace of this project,
12 it is being administered in a collaborative
13 manner with the support and participation of
14 numerous agencies and consultants.

15 In particular, the Thruway Authority
16 would like to thank the Federal Highway
17 Administration, the New York State
18 Department of Transportation, and the
19 Metropolitan Transportation Authority for
20 their partnership and collaboration in
21 progressing this important project.

22 In addition, numerous other federal and
23 State agencies are playing an invaluable
24 role in this project in progressing it.
25 Federal agencies, for example, the U.S. Army

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2 Corps of Engineers which we welcome with us
3 tonight. Other agencies include the U.S.
4 Coast Guard, New York State Department of
5 Environmental Conservation, the Office of
6 Parks, Recreation & Historic Preservation,
7 which are just a few to be named. A
8 complete list of cooperating agencies can be
9 found in the Draft Environmental Impact
10 Statement online.

11 While these agencies play a valuable
12 role in the process, no role surpasses the
13 role of yours, the public, elected
14 officials, and interested parties, in this
15 important process.

16 This brings me back to why we are here
17 tonight. On behalf of the Thruway Authority
18 and the project team, we would like to thank
19 you for taking time to participate, to learn
20 about this important project, and to provide
21 your input. We want to make this the best
22 project possible. Thank you.

23 MR. BLOCH: Thank you, Elizabeth.

24 Now I wanted to call on Michael
25 Anderson, the Project Director, to give a

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2 brief presentation on the status of the
3 project.

4 MR. ANDERSON: Good evening. It's
5 intended tonight for this presentation to
6 give you an overview of the project's goals,
7 a review of what has been studied to date,
8 and inform you of the process of moving
9 forward. Tonight's hearing is intended to
10 provide you information and the opportunity
11 to comment.

12 It has been determined that replacement
13 of the bridge is the only reasonable
14 alternative. There are many compelling
15 reasons for this conclusion, including, but
16 not limited to, issues with the main span
17 and the approach span.

18 In the main span, the foundations need
19 to be replaced. A significant number of
20 structural members need to be replaced or
21 retrofitted. There's a need to provide
22 redundancy for the future, and that is not
23 possible with the current bridge. And even
24 if all of those repairs were undertaken,
25 because of its design, inherent

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2 vulnerabilities will remain for the life of
3 the bridge.

4 In the approach spans, extensive work
5 is required in the foundations. In the
6 substructure and steel superstructure,
7 despite the ongoing deck replacement which
8 addresses riding surface quality, other
9 significant underlying problems have not
10 been addressed, and deterioration continues.

11 The milestones met so far in this
12 project include the Rescinded Notice of
13 Intent on October 12th, 2011. And that was
14 the formal termination of the prior corridor
15 project.

16 On that same day, on October 12th,
17 2011, the Federal Highway Administration
18 issued a new Notice of Intent which formally
19 began this revised project.

20 On October 25th and 27th of last year,
21 we conducted Public Scoping Meetings which
22 provided an opportunity for the agencies and
23 the public to comment on the range of
24 alternatives and environmental analysis
25 framework. That comment period ended on

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2 November 15th, 2011.

3 We published the Draft Environmental
4 Impact Statement on January 19th, 2012.

5 We have two technical projects underway
6 to support the Final Environmental Impact
7 Statement in terms of impacts associated
8 with piles.

9 We're doing soil borings, and that work
10 began on January 30th. More about that in a
11 few minutes.

12 We accepted bids for a project that
13 will install test piles of like size and
14 under the conditions that the actual piles
15 for the new bridge will be required to be
16 installed. That was let on February 9th,
17 and we hope to award that project by the end
18 of the week.

19 And, of course, the public hearings are
20 tonight and next Thursday.

21 One important goal of the project is to
22 maximize the public investment. And this
23 project will, therefore, provide the
24 infrastructure for future transit on the new
25 highway bridges, and it will do so by

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2 providing additional width, by increasing
3 design loadings to make the structure strong
4 for future loadings, providing certain
5 constant grades, and potentially spanning
6 the space between the spans at a later date
7 to provide infrastructure for future transit
8 modes.

9 This public hearing is an opportunity
10 for you to learn more about and/or comment
11 on the Draft Environmental Impact Statement.

12 The DEIS is a comprehensive multivolume
13 document. It follows a federally mandated
14 process that is based upon the project's
15 purpose and need.

16 From the project purpose and need flows
17 the identification of alternatives and
18 analysis of potential impacts from the
19 alternatives on environmental, social, and
20 economic conditions.

21 Project scoping in 2011 determined that
22 the study area for the project would include
23 the four mile extent of the bridge span and
24 its approaches at the landing areas. The
25 project limits studied in the DEIS are from

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2 South Nyack in Rockland to Tarrytown in
3 Westchester County. In Nyack, the South
4 Broadway Bridge will be the limit of work
5 and in Tarrytown, the Route 9 Broadway
6 Bridge will also be the limit of work.

7 At the Rockland County landing, the new
8 bridge will tie into the existing Thruway
9 property limits, and the extent of the work
10 will require replacement of the South
11 Broadway Bridge and will, in turn, affect
12 several adjacent properties.

13 In Westchester County, the new bridge
14 will tie into the existing Thruway property
15 limits, and the extent of the work will
16 retain the South Broadway Bridge as the new
17 pavement ties into the existing just west of
18 Interchange 9.

19 The purpose of the project is to
20 maintain a vital link in the regional and
21 national transportation network by providing
22 an improved Hudson River crossing between
23 Rockland and Westchester Counties. The
24 bridge is an integral element of the New
25 York State Thruway, the interstate highway

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2 system, and a critical link in the overall
3 transportation network in the region.

4 The Tappan Zee Bridge, which opened in
5 1955, initially accommodated 18,000 vehicles
6 a day. Today, over 138,000 vehicles rely on
7 this bridge daily. The Tappan Zee Bridge is
8 the only limited-access truck route across
9 the Hudson River between New York City and
10 Interstate 84, 45 miles to the north. It
11 also serves commercial traffic between
12 New England and points south and west, and
13 for motorists and truckers wishing to avoid
14 New York City congestion.

15 The ever-increasing traffic volume,
16 especially commercial vehicles, continues to
17 slow traffic and contributes to the
18 structure's deterioration. Inspections and
19 analyzes have revealed other numerous
20 significant vulnerabilities. Since 2001
21 over a half billion dollars have been spent
22 on bridge repairs, and it has been
23 determined that it would take approximately
24 \$1.3 billion in the next decade to maintain
25 the bridge's viability.

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2 As I said before, it has been
3 determined that rehabilitation cannot remedy
4 the existing bridge's vulnerabilities, and
5 that replacement is the only reasonable
6 solution. Therefore, this project would
7 address the bridge's substandard structural,
8 operational, safety, security, and mobility
9 deficiencies.

10 We've identified three important goals
11 that guide the project: Ensure the
12 long-term viability of this Hudson River
13 crossing; Improve transportation operations
14 and safety on the crossing; and Maximize the
15 public investment in a new Hudson River
16 crossing.

17 Alternatives: There are two
18 alternatives considered in the DEIS: A
19 No-Build alternative and a Replacement
20 Bridge.

21 The No-Build alternative or the
22 Do-Nothing alternative is a forecast of
23 future conditions which includes all known
24 and funded transportation improvements and
25 major development projects, public and

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2 private.

3 The Replacement alternative is a
4 dual-span structure which allows for
5 flexibility in the design of the main span
6 and the approaches.

7 While the specific design for the
8 preferred alternative will be left to the
9 designer and builder of the bridge, there
10 are specific features that must be included.
11 These are: Four lanes in each direction;
12 Emergency access lanes and shoulders in each
13 direction; A shared use bike and pedestrian
14 path; and the final design for the
15 replacement bridge shall maximize the
16 public's investment by allowing for the
17 consideration, design, and construction of
18 transit modes in the future.

19 Bridge replacement options, the
20 approach spans. These two approach span
21 options have been evaluated in the DEIS. As
22 I said previously, final configurations will
23 vary based upon the successful bidders'
24 proposal.

25 The long span and short span options

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2 have differences between them. The most
3 obvious are the span lengths which in turn
4 reflect in the number of foundations
5 required in the river. A 430-foot long span
6 bridge, for example, will require 64 new
7 piers in the river. A 230-foot short span
8 bridge would require 116 piers. All of the
9 other differences have been identified and
10 are presented in the DEIS.

11 It is important to understand that the
12 final design must meet the environmental
13 constraints which have been identified in
14 the analysis of these options and will be
15 enumerated in the Record of Decision.

16 Replacement option, main spans. We
17 especially want to hear from you tonight
18 about your opinion about the look of the new
19 bridge. The character and esthetic of the
20 replacement bridge must be an appropriate
21 gateway for the Hudson Valley region. We
22 ask that you visit the display area where we
23 have presented two general bridge solutions,
24 cable-stayed pictured in this rendering, and
25 arch as shown in this rendering. Tonight

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2 and during the comment period, we hope that
3 you will make your preferences known so that
4 this can be taken into consideration in the
5 final design.

6 Replacement bridge profile. The
7 existing bridge has a long, flat grade,
8 followed by a steep incline of
9 three percent. This abrupt change in grade
10 causes trucks and larger vehicles to lose
11 speed, resulting in congestion and
12 contributing to a high accident rate on the
13 bridge. From 2001 to 2009, more than 2700
14 accidents occurred in this interval on the
15 bridge, twice the current statewide average.

16 The replacement bridge, as shown in
17 this diagram, proposes a more constant grade
18 which will be manageable in many respects,
19 more manageable than the existing bridge.
20 This constant grade will improve traffic
21 flow and, in turn, reduce accidents.

22 Identification of impacts in the DEIS
23 involved a wide range of criteria analyzed
24 in the 23 chapters of the study. The
25 project impacts to the physical and social

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2 environment have been identified.

3 Most areas of study revealed no adverse
4 impacts, but there were some areas where it
5 was determined that there will be some
6 impacts, particularly during the
7 construction process. These are identified
8 and described in the document.

9 In terms of visual and esthetic
10 resources, we have evaluated visual impacts
11 to the existing communities and considered
12 the overall esthetic of the design in the
13 DEIS.

14 The DEIS evaluates the impacts to
15 historic and cultural resources, including
16 two historic homes directly affected, as
17 well as the bridge itself, which is eligible
18 for listing on the National Historic
19 Register.

20 Noise impacts associated with the
21 project have been modeled and assessed.

22 And extensive analysis of the impacts
23 to the overall ecology and, in particular,
24 the ecology of the river system has been
25 done. We have evaluated all aspects of the

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2 interface, including wetlands, fish, fauna,
3 mammals, birds, et cetera.

4 In order to minimize community impacts
5 from the construction process, the selected
6 bridge designer will develop and adhere to a
7 construction impact mitigation plan known as
8 the Environmental Performance Commitment or
9 EPCs. To date, over 50 specific EPCs have
10 been identified. The public's input is
11 sought and valued in order to ensure that
12 all appropriate measures will be included in
13 the final construction documents to protect
14 the local communities and minimize impacts.
15 These EPCs have been developed in detail in
16 the DEIS, and we have the opportunity to
17 improve and expand upon them with your
18 input. A partial list of EPCs which have
19 been developed include those for
20 transportation, community character,
21 architectural resources, land acquisitions,
22 displacements, and relocations.

23 EPCs have been proposed for noise
24 abatement mitigation. A number of specific
25 requirements will be included in the

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2 contract to reduce, muffle, or otherwise
3 mitigate noise from construction activities
4 and equipment.

5 EPCs have been developed for air
6 quality, which include, but are not limited
7 to, the mandatory use of clean fuels and the
8 best available technology on diesel engines,
9 a prohibition on idling trucks for more than
10 five minutes, and all reasonable efforts
11 must be taken to reduce idling of all other
12 diesel equipment other than trucks.

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

18 In terms of topography, geology, and
19 soils, a specific erosion and sediment
20 control plan must be developed and followed
21 as part of the compliance with this EPC.

22 There have been very extensive measures
23 considered and will be undertaken to
24 minimize river impacts during dredging and
25 foundation construction. And with respect

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2 to hazardous materials, although
3 investigations have not identified any
4 significant hazardous materials,
5 investigations and testing will continue as
6 the construction advances and steps will be
7 taken to properly remediate any hazardous
8 materials identified.

9 I mentioned in my introduction and
10 discussion of milestones the fact that we're
11 undertaking soil borings and this Pile
12 Installation Demonstration Project. These
13 two contracts are absolutely essential
14 because the installation of piles is a
15 critical part of the design and construction
16 of the replacement bridge. There are
17 several different and poor quality types of
18 geological materials that the new bridge
19 piles must be driven through and founded in
20 to support the new bridge. The ongoing soil
21 boring contract will take samples and
22 testing of the materials which lie deep
23 beneath the river. These test results will
24 inform the contractor on what to expect, how
25 to design, and how to price their proposals.

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2 The PIDP will collect information about
3 the installation of different sized piles at
4 different locations. The contractor will
5 install piles of similar size anticipated to
6 be used in the actual construction. These
7 piles will be installed as if they were to
8 be permanent, and they will be tested to see
9 their load bearing capability and how they
10 perform.

11 All of this information will be
12 provided to contractors as they develop
13 their designs and bids and also to seek the
14 maximum mitigation to the environment based
15 upon the effects of pile installations. The
16 PIDP project will be awarded this week,
17 hopefully, and will be completed by July.

18 Lastly, Section 4(f) is the applicable
19 federal regulation regarding the evaluation
20 of publicly owned parks, recreational areas,
21 wildlife refuges, different wildlife
22 refuges, or public or private historic sites
23 of national significance. The requisite
24 4(f) analysis has been completed and is
25 included in the DEIS.

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2 And, finally, comments on the Draft
3 EIS, as you heard many times, will be
4 accepted until March 15th. Based upon the
5 comments received and subsequent findings of
6 the DEIS, a Final Environmental Impact
7 Statement will be prepared and issued in
8 July.

9 We then expect a Record of Decision
10 from the Federal Highway Administration
11 later this summer, hopefully in August. The
12 Record of Decision will contain the final
13 federal approval and all of the
14 environmental commitments and mitigations
15 that will be required and carried through in
16 the construction contract.

17 So at this time I'd like to thank you
18 again for your time and your interest and
19 encourage your continued active
20 participation in this very important
21 project. Thank you.

22 MR. TOMER: I just have a few brief
23 remarks. I am Richard Tomer. I am Chief of
24 the Regulatory Branch for the New York
25 District U.S. Army Corps of Engineers.

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2 The Corps of Engineers is here today to
3 obtain information and evidence on Corps
4 concerns to assist in the regulatory review
5 of a permit application submitted by the New
6 York State Thruway Authority for the
7 transportation of approximately
8 1.5 million cubic yards of dredge material
9 from construction of the replacement
10 Tappan Zee Bridge for placement of this
11 dredge material at the Historic Area
12 Remediation Site in the Atlantic Ocean.

13 Activities related to the replacement
14 of the construction bridge itself are
15 regulated by the United States Coast Guard.
16 The Corps of Engineers is neither a
17 proponent for nor an opponent of the
18 proposed work. Our role is to determine
19 whether the proposed activity is in the
20 overall public interest. This hearing will
21 play an important part in that
22 determination.

23 The New York District will issue
24 another Public Notice upon receipt of all
25 required dredge material test results and

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2 analysis. That future Public Notice will
3 include information, test data, and a
4 determination whether the dredge material is
5 suitable for placement at the Historic Area
6 Remediation Site in the Atlantic Ocean.
7 That future Public Notice will be posted on
8 the New York District website, which is
9 www.nan.usace.army.mil, M-I-L. We will send
10 out an e-mail when the future Public Notice
11 is available on our website.

12 If you're not currently on our Public
13 Notice e-mail distribution list and would
14 like to receive the e-mail announcement for
15 that Public Notice, you can provide your
16 e-mail address to one of the staff members
17 at the registration table across the hall.

18 Thank you.

19 MR. BLOCH: Thank you. So we're now
20 ready to hear from those who wish to make
21 oral comments, oral statements. I have a
22 list so far of those who have signed up.
23 You have to have filled out one of those
24 small speaker cards across the hall, so if
25 you haven't done that and you do want to

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2 speak, I'd ask you to just go across the
3 hall and fill out one of those and they'll
4 bring it to me and I will put you on the
5 list.

6 As I mentioned, we will not be
7 responding to comments here and we would
8 like you to confine your comments to around
9 two minutes. I'll let you know when you're
10 starting to go over.

11 Once again, written comments will be
12 accepted up until Thursday March 15th.

13 So I'm going to start calling people
14 up. I'm going to call two at a time. I'd
15 like you to speak at this microphone that
16 I'm pointing to right by the court reporter.
17 She will turn around and take your comments.

18 Our first speaker is Mike Hogan, to be
19 followed by Steven Alpert.

20 MR. HOGAN: Good evening. My name is
21 Michael Hogan. I live at Two Livingston
22 Place in South Nyack. And I thank you all
23 for this hearing this evening.

24 We do, I think most of us, now realize
25 that the Tappan Zee Bridge must be replaced.

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2 Our chief concerns at this point are as
3 follows: The Tappan Zee Bridge must be part
4 of a comprehensive transportation solution
5 and, most importantly for the long-term,
6 mass transit.

7 And I would also ask that the whole
8 issue of HOV lanes be considered as well.
9 We must get cars off the road, and the only
10 way to do that is by developing fast,
11 convenient, and cost effective alternatives.

12 We realize that these solutions are
13 expensive and the planning is complex. We
14 accept that this is not a part of phase one
15 but we expect it will be part of the future
16 development. And we will be monitoring the
17 whole project and DOT and MTSB and so forth
18 to make sure that there is progress in that
19 area.

20 Our next area of concern, and closest
21 to our homes and hearts, is the area of
22 actual construction.

23 My wife and I live about 150 feet from
24 the planned South Broadway Bridge that needs
25 to be replaced and the houses that will be

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2 demolished. We recognize that this must be
3 done in order to move traffic in the
4 existing Thruway pathway conveniently for
5 construction.

6 We're asking that the plan of
7 construction respect the homeowners on South
8 Broadway. That is, that there be a very
9 specific timeline for demolition, staging,
10 and construction of that bridge. For
11 example, if it's going to take four months
12 or six months, that this be in part of the
13 planning documents and construction
14 documents and that other document that you
15 were discussing a little while ago.

16 After construction, the staging area
17 should be landscaped in accordance with
18 neighborhood standards and would not become
19 a parking lot or a storage area or a host to
20 other construction-related activities for
21 what could be four or five years.

22 Again, we ask that you respect the
23 citizens and the residents of that area. At
24 this present time, you all know we have the
25 pollution, we have the noise, and we're able

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2 to accept that, but we please ask that you
3 respect us when the construction stages
4 begin.

5 Our concern is warranted because the
6 Thruway Authority has not been a very good
7 neighbor to this point. The staging area
8 for the current bridge repairs around
9 Exit 10 has not been maintained well and has
10 been out there for several years. And we're
11 asking that this area be looked at
12 carefully, and if it's going to be a staging
13 area for the new construction, that it also
14 be looked at very carefully and that the
15 esthetic concerns of the neighbors and of
16 travelers be taken into consideration.

17 We've read the Environmental Impact
18 Statements and we expect that this project
19 will meet the highest standards of noise and
20 air pollution mitigation during construction
21 and when construction is complete. And I do
22 want to say I've talked to several of your
23 staff members and I do appreciate the
24 responses that we have received to this
25 point and hope that that continues.

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2 Thank you very much.

3 MR. BLOCH: Thank you. Mr. Alpert, to
4 be followed by Sandra Rothbard.

5 MR. ALPERT: Hello. I'm Steven Alpert.
6 I live in Suffern, New York. My comments
7 are mostly pertaining to cost and value.

8 Another speaker in the earlier session
9 touched on the Ravenel Bridge which crosses
10 the Cooper River between Charleston, South
11 Carolina and Mt. Pleasant, South Carolina.
12 The bridge is eight lanes of twelve feet
13 wide each. And while the total length is
14 slightly less than the Tappan Zee Bridge,
15 the longest span, at 1,546 feet, is longer
16 than the current 1,202 feet of the current
17 Tappan Zee Bridge.

18 The bridge is, without question,
19 esthetically pleasing. I have been on this
20 bridge. It's of the cable-stayed variety.
21 In addition to the car lanes, there is a
22 separate bike and pedestrian lane. The
23 bridge is a modern bridge and it only opened
24 recently, in July of 2005. But here's
25 what's interesting. It only cost

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2 \$700 million.

3 The idea that we are being forced to
4 spend 5 to 6 billion minimum plus whatever
5 overruns may happen on a bridge which just a
6 few years ago a bridge could be built of
7 comparable size of the Tappan Zee Bridge for
8 700 million tells me that somebody on this
9 group is not doing their homework.

10 Here's the next big thing. The Ravenel
11 Bridge in South Carolina does not have a
12 toll. There is no toll. It is free for the
13 cars to go back and forth and for the people
14 who walk and ride their bicycles and so
15 forth. And, therefore, the economy is not
16 hindered by the loss of revenue that people
17 could otherwise spend on local businesses,
18 bolstering the economy.

19 The Thruway Authority collects
20 something in the range of \$120 million a
21 year from local residents crossing the
22 Tappan Zee Bridge. It might be more. I may
23 have old figures. But regardless of that,
24 that's \$120 million that could be spent by
25 people bolstering the economy at this mall

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2 and other malls throughout Rockland County.
3 We have a mall in Nanuet that basically
4 nobody goes to. It's the dead mall.

5 And a lot of this reason and a lot of
6 the loss of economic vitality in this area
7 is because of the high costs of taxes and
8 tolls. It's no secret that people would
9 make more trips, I don't think that's a bad
10 thing, into Rockland County to come to this
11 mall, for instance, if the toll was lower or
12 less. But yet, here we are talking, some of
13 the people have talked earlier at the
14 previous hearing that tolls might be \$15 if
15 they build a new bridge to pay for the cost
16 of the bridge, because there is no money,
17 there is no federal money. Someone hinted
18 at \$2 billion dollars. That's actually not
19 money from the feds. That's a loan that
20 will have to be paid back by the residents
21 here. And Andrew Cuomo is not making any
22 effort to get real federal money towards
23 this project.

24 This I find very distasteful because
25 when the bridge opened it was \$.50 to cross

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2 the bridge. Today it is \$5. Should I
3 assume in 50 years when my kids are just a
4 little older than myself that it's going to
5 be \$50 to cross the bridge? It's
6 unreasonable to base tolls as the way to
7 fund a bridge. That is just not realistic
8 looking in the future.

9 The last thing I want to say is that
10 there are almost two million residents
11 between Westchester, Putnam, Rockland, and
12 Orange Counties, plus another nearly one
13 million residents in Bergen County -- I'm
14 sorry, around two and-a-half million people
15 north of New York City that would benefit
16 from a good crossing between Nyack and
17 Tarrytown that has the capacity to meet the
18 traffic flow.

19 However, the current bridge that's
20 being proposed does not have any increase in
21 traffic capability by intentionally creating
22 something no different for the driver than
23 what's today. I think that's stupid because
24 the area keeps growing, economic -- you
25 know, a lot of building going up, a lot of

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2 construction and all that. People are
3 moving into the area. And while I think
4 mass transit is a good plan, I don't think
5 it should be the only plan. And I think
6 they should build a bridge that has the
7 capacity to meet the demands not only of
8 today but 50 and 100 years from now.

9 Finally, I want to say, I think taking
10 down the Tappan Zee Bridge, the current
11 Tappan Zee Bridge would be a waste. At very
12 minimum, it should be kept as an opportunity
13 for emergency traffic to cross, if need be,
14 at very minimum. And I personally think
15 that it should be kept in a capacity to have
16 minimal traffic of cars only during peak
17 periods because it's not so much, in my
18 opinion, not so much the day-to-day wear and
19 tear of the weather, but the day-to-day wear
20 and tear of the cars and trucks that are
21 over capacity of the bridge that are causing
22 the bridge to deteriorate.

23 I think a small investment in the
24 bridge moving forward and having a new
25 bridge, but the old bridge with just a

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2 limited amount of traffic could be
3 maintained another 100 years for very
4 reasonable costs. Thank you very much.

5 MR. BLOCH: Thank you. Okay. Our next
6 speaker is Sandra Rothbard, to be followed
7 by Bert Dahn.

8 MS. ROTHBRD: Good evening. My name is
9 Sandra Rothbard and I am a transportation
10 planner. I was born and raised here in
11 Rockland.

12 Like many urban planners, I chose that
13 career path after spending my youth in the
14 suburbs frustrated by the lack of fully
15 walkable downtowns and mass transit, which
16 is why I'm here today.

17 The thought of building a replacement
18 Tappan Zee Bridge without transit is, as has
19 already been mentioned numerous times, not
20 acceptable.

21 Appendix A of the Draft EIS states that
22 the costs of the BRT are simply too high.
23 But where did these numbers come from? The
24 Transportation Research Board has published
25 several documents that explain an average

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2 cost for a BRT system.

3 In 2002, the costs for a busway were
4 about \$7 and-a-half million per mile. In
5 today's dollars, the 30-mile busway that was
6 planned would add up to only \$277 and-a-half
7 million, which is nowhere near the estimates
8 provided in the White paper.

9 In addition, no information is provided
10 regarding the return investment we would see
11 from new transit oriented development, new
12 jobs, many more of them than without
13 transit, the increase in property values and
14 the economic boon local businesses would
15 feel.

16 And while BRT is a wonderful transit
17 option, I am concerned that when we refer to
18 the rail alternative, we only say "transit".
19 Providing a rail line on the new bridge
20 cannot only provide commuter opportunities,
21 but freight as well, of which there is
22 plenty demand.

23 Currently, if a train of goods needs to
24 cross the Hudson from the main domestic
25 lines, there are two options. They must be

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2 floated laboriously across the Harbor,
3 New York Harbor, or travel 150 miles north
4 to Selkirk, New York. In order to avoid
5 going out of the way, trucks are often
6 deployed to do the work.

7 There are currently freight lines that
8 exist on both sides of the Hudson in
9 Rockland and Westchester, and many are
10 already co-located with passenger rail.
11 Adding rail will not only result in the
12 previously mentioned transit benefits, but
13 it will improve our local economy by taking
14 trucks off the bridge and our local streets,
15 improving congestion and air quality. By
16 diverting some of the 5,000 trucks that
17 cross the bridge every day, we can generate
18 an additional revenue share from private
19 railroad companies and prevent new
20 deficiencies. As was just mentioned in the
21 presentation, commercial vehicles have done
22 great damage to the current bridge.

23 It is so rare to find suburban
24 communities that are in support of mass
25 transit, and we are fortunate that the

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2 residents of Rockland and Westchester are
3 smart and forward thinking enough to demand
4 this.

5 Section F66 of the Executive Summary of
6 the DEIS states that this project must be
7 consistent with New York State Smart Growth
8 requirements which, quote, must be intended
9 to limit sprawl, maximize efficiency, and
10 promote environmentally and socially
11 conscious development.

12 The current plan without BRT or a joint
13 freight commuter rail line is the exact
14 opposite of smart growth. We should not go
15 back to the drawing board, but simply use
16 innovative planning lead by a much scaled
17 down and thus more effective and efficient
18 team of agencies and consultants that take
19 the important quantitative and qualitative
20 data collected and use creativity and timely
21 energy to give these counties and the region
22 a world class bridge. Thank you.

23 MR. BLOCH: Thank you. Or next speaker
24 is Burt Dahn, to be followed by Marvin Baum.

25 MR. DAHN: Thank you and good evening.

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2 I'm Burt Dahn. I am a member of the West
3 Nyack Hamlet Revitalization Committee, right
4 here. And to say that the Tappan Zee Bridge
5 and the Thruway are an important part of our
6 infrastructure and our daily life is an
7 understatement.

8 I am a native of the area and well
9 remember the construction of the New York
10 State Thruway in the 1950s and the massive
11 upheaval that that created. And I must
12 commend you on being able to shoehorn all
13 that you're doing into largely existing
14 rights-of-way.

15 That being said, let me then mention
16 that I'm afraid that you are about to join a
17 very select group, the group of people known
18 as penny wise and pound foolish. The more
19 notable members of that committee are
20 already Nelson Rockefeller and Bertram
21 Tallamy, who were here during the building
22 of the interstate highway system and, more
23 particularly, the New York State Thruway.

24 I was here when Bert Tallamy decided to
25 use the caisson approach and, in effect --

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2 not in effect, actually stated that the
3 construction methodology for the current
4 Tappan Zee Bridge was a lesser standard
5 than, for instance, that employed for the
6 George Washington Bridge, which has lasted
7 100 years and probably will go 100 more.
8 This was penny wise. It was pound foolish.
9 We are here tonight paying the price for
10 that foolishness.

11 Nelson Rockefeller's membership in that
12 unique committee comes as a result of the
13 building of the bridge two bridges north of
14 here at Interstate 84, the Newburgh-Beacon
15 Bridge. I recall also then, and I was just
16 a kid growing up, but it made a point, that
17 they said that when -- they built the
18 Interstate Highway 84, four lanes right
19 straight across Orange County and into
20 Connecticut, but they put up a two-lane
21 bridge to cross at Newburgh-Beacon. And
22 Rockefeller said, we know that we're doing
23 it wrong. We know that it's going to cost
24 more. We know we should be putting four
25 lanes in. And they didn't. And sure as

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2 heck, one year after that bridge opened, it
3 was already exceeding their design specs.

4 I believe I'm correct there. That
5 bridge cost \$22 million. Thirteen years
6 later, they commenced planning for something
7 they knew darned well they had to do anyway,
8 building an identical bridge, essentially
9 identical parallel.

10 Isn't there a chilling parallel there
11 to the current situation, building a
12 parallel bridge to the existing span?

13 And that was opened in 1989 and it cost
14 \$88 million, something they knew darned well
15 had to be done, just like we know now, and
16 it cost four times in just a 13 year span.

17 I think there's a strong message there.

18 I heard Mr. Anderson say at one of the
19 earlier shows that you put on here -- and by
20 the way you folks do a great job of
21 positioning and showing us what's going on,
22 not that we particularly like some of the
23 decisions. But you said that we couldn't
24 build a bridge that was big enough to take
25 all of the maximum traffic plan there, or

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2 essentially that we've got so much traffic
3 that it would be hard or extremely expensive
4 to accommodate that in its maximum form.

5 There's another parable here besides
6 penny wise and pound foolish. It's, if you
7 can't raise the bridge, then lower the
8 river.

9 MR. BLOCH: Can I ask you to begin to
10 wrap up?

11 MR.DAHN: Certainly. We can lower the
12 river by putting mass transit in. We can
13 lower the demand and the quantity of traffic
14 by putting a mass transit component in right
15 now, not some time in the future at four
16 times the cost. We've got to find a way to
17 do it now.

18 I hope that I don't see your name on
19 the list of members of the penny wise and
20 pound foolish club. Thank you.

21 MR. BLOCH: Thank you. The next
22 speaker is Marvin Baum, to be followed by
23 Grey Johnson.

24 MR. BAUM: Good evening. I'm a
25 resident of Clarkstown and I've been very

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2 heavily involved in open space preservation,
3 upgrading some of the recreational
4 resources, particularly the Long Path Hiking
5 Trail, which will be moved over West Hook
6 Mountain. West Hook Mountain has
7 spectacular views of the whole Tappan Zee
8 area, the Hudson River and the bridge
9 itself.

10 I wanted to deal with an issue, I don't
11 know if it was dealt with earlier or if it
12 will be dealt with tomorrow, but there have
13 been some proposals for a new park to go
14 across the existing bridge with the initial
15 idea of saving some money on the tear down
16 of the existing bridge.

17 Now, having been involved in
18 preservation and in park development and
19 recreation development, I'm here tonight to
20 speak against that proposal.

21 I personally believe that the bridge
22 park has many problems and very huge costs,
23 particularly over the long-term, while
24 offering little advantages to residents of
25 Rockland County.

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2 Before I get into details, I just want
3 to answer one thing that Mr. Anderson had
4 asked us to comment on, which was the design
5 of the bridge. And I'd like to say based
6 upon -- not based on what I saw here
7 tonight. It was kind of hard on the screen
8 here to make a judgment. But what I'd seen
9 previously of the two bridges, I have a
10 strong preference for the arch design. I
11 believe that it is reminiscent of the hills
12 surrounding the area and it just looks
13 generally more attractive.

14 If we were to go ahead with this bridge
15 park concept, I think what we need to do is
16 ask a lot of questions and have a very
17 detailed technical analysis and
18 environmental impact study for the proposal.

19 Here's some of the questions. What is
20 the cost, the projected cost of converting
21 the existing bridge to a park, including
22 providing access such as parking lots,
23 elevators, walkways, on-bridge shuttles,
24 bathrooms, storm shelters, security, et
25 cetera? Would we need to change local roads

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2 and condemn any residential properties to
3 make way for parking lots to provide access?
4 How do local residents feel about that? Are
5 we going to be building a parking facility
6 that would really accommodate the kind of
7 volume that you'd have to have to even
8 justify having this bridge park project, at
9 least on the Rockland side? What will be
10 the ongoing costs of maintaining the
11 existing bridge as a park, painting the
12 bridge, and maintaining the structures in
13 the water?

14 What is the estimated usage of the
15 park? How many people will use it each
16 year? What will the difference in usage be
17 between the walkway and bike lane on the new
18 bridge, which I strongly support, versus the
19 usage of the old bridge for those same
20 purposes?

21 What will be the impact of the proposed
22 bridge on the existing park and
23 recreationally resources on the Rockland
24 side, such as Rockland Lake State Park,
25 Congers Park, Nyack Beach State Park, the

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2 Piermont to Nyack rail trail, Blauvelt State
3 Park, Buttermilk Falls Park, et cetera? All
4 these resources I just mentioned happen to
5 be just minutes away from the proposed
6 bridge park.

7 Now, when you go to a park, you want a
8 little bit of quiet enjoyment. What will
9 the noise level be for people using this new
10 bridge park from the adjoining major
11 highway?

12 Will a thorough view shed analysis be
13 done? I saw that there's going to be a
14 difference in the grade between the two
15 bridges. It seems like there's going to be
16 a lot of conflicting site lines and pilings
17 and just a lot of things that don't look
18 very attractive. And so I hope that that
19 would be done as part of any analysis, the
20 view shed not only from the top of the local
21 mountains like West Hook Mountain and Hook
22 Mountain, but from the river itself, from
23 residential properties and from each of the
24 bridges themselves.

25 MR. BLOCH: I ask you to start to wrap

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2 up.

3 MR. BAUM: Yup. I'm almost done.

4 Supporters of the bridge park say that
5 it will be very beneficial from the economy
6 standpoint and that it would generate hotels
7 and other commercial development. And I'm
8 kind of curious as to where that would be.
9 Mainly right now, the bridge landing is on
10 residential sites of Rockland County.

11 So I'd like to conclude by paraphrasing
12 a famous quote of President Ronald Reagan
13 when he stood next to the Berlin Wall and
14 said, "Mr. Gorbachev, tear down this wall."
15 Governor Cuomo recently made some comments
16 that seemed favorable to maintaining the
17 bridge as a park possibly. And I would like
18 to say to him, Mr. Cuomo, tear down this
19 bridge. Thank you.

20 MR. BLOCH: Our next speaker is Grey
21 Johnson. Is he here? No.

22 Okay, next speaker, Richard Gualtieri.
23 Richard? No.

24 Next speaker, Joanne Mongelli. No.

25 Next speaker, Doug Willinger.

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2 MR. WILLINGER: Right here.

3 MR. BLOCH: Okay. After Doug, Justin
4 Davidson.

5 MR. WILLINGER: My name is Doug
6 Willinger. I live in Mt. Kisco, New York.
7 I've lived in Westchester County most of my
8 life.

9 And the point I want to make is I want
10 to follow up about that penny wise, pound
11 foolish and about the need not just for
12 passenger, but freight rail.

13 You must not build that thing without
14 that lower deck. That lower deck is our
15 most cost effective thing for getting more
16 capacity across the bridge, particularly
17 rail capacity.

18 You need to have a plan that also has
19 the approaches where you can make the
20 transition, because the railroad is not
21 going to be in the median, so it's got to
22 swing out to one side.

23 Now, this plan you have where you're
24 going to build something between the
25 bridges, how is that supposed to work when

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2 railroad can only take a one percent grade
3 change? It's got to be at a lower level.
4 But since your bridges are not -- your
5 lower -- your other bridge that doesn't have
6 a lower deck is going to be a lower bridge,
7 so how are you going to have it at a lower
8 level without interfering with the shipping
9 crossings?

10 You must build the thing with the lower
11 deck. You could easily run at least, what,
12 two rail tracks on each side? You could
13 ultimately have another freight line, which
14 we don't have anything going into Manhattan.

15 And we just canceled -- they want to
16 build a rail tunnel basically from I78 in
17 Jersey to Long Island, Brooklyn, but it's
18 like going to be like billions of dollars.

19 What's so much more expensive to build
20 the thing with the lower deck? That should
21 be like totally nonnegotiable that the thing
22 have a lower deck on it so that it can have
23 rail added to it in a practical way and that
24 you also build short railroad approaches so
25 you don't have to rip up the freeway again

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2 to add it later.

3 My blog is Cosmobile Cosmopolitan
4 Transportation. And this is the sleeper
5 issue that all of these environmentalist
6 groups aren't getting, because I had a
7 conversation with some of the gentlemen here
8 about how the approaches work and no one had
9 any pictures.

10 I understand on the Westchester side
11 you've got a high bluff, so that's
12 relatively easy to have it come off the
13 bridge. But on the other side, it's all
14 lower, so you need to have a shore -- you
15 know a railroad -- there may be no rail for
16 10 or 20 years, but at least you need to
17 build the short passages for it off a short
18 tunnel so it could swing out to one side of
19 87 or the other. And I don't see any of
20 that approach work done.

21 It's the same thing in Alexandria,
22 Virginia where people wanted to add rail to
23 the bridge later, but they're all oblivious
24 to the fact that all the interchange ramps
25 block aiding rail. So this needs all to be

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2 thought out a little better.

3 Please build it with the lower deck.

4 MR. BLOCH: Thank you. Actually,
5 Joanne Mongelli is back, so I give you a
6 chance to talk.

7 MS. MONGELLI: Thank you. I appreciate
8 that. Thank you for holding these public
9 hearings. I'll be brief.

10 I live in South Nyack on Mansfield
11 Avenue. I don't believe that I'll have any
12 more adverse immediate effect to my own
13 home, so this is not a question for me of
14 not in my own backyard.

15 I've been very impressed with the
16 quality of the remarks here tonight, talking
17 bowing what would be good public policy and
18 not really self interest. And it's in that
19 spirit that I address you.

20 One of the earlier speakers mentioned
21 that we want to make this the best project
22 possible, but a lot of what I'm seeing and
23 hearing I think is really a project that's
24 being done the fastest and least expensive
25 way. And those seem to me to be the two

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2 major parameters of this project the way
3 it's currently conceived.

4 My areas of concern, and I dare say
5 those of my neighbors in the Village of
6 South Nyack, are, I guess, three main
7 categories.

8 One, I heartily endorse, and won't
9 repeat, this need for public transportation.
10 It is very shortsighted. We want to live in
11 an environment that is progressive and where
12 there's clean air, where we're encouraging
13 public transportation, not discouraging it.

14 There's been lots of reference to the
15 truck traffic on the Tappan Zee Bridge which
16 didn't exist several years ago before the
17 connection with 287 in New Jersey existed.
18 Many of us came out and said this is
19 shortsighted and will have an enormous
20 impact on the quality of life in Rockland.
21 That exchange went through and now we have
22 the brunt of the truck traffic that we can't
23 undo. Again, please don't be shortsighted.
24 Mass transit is not a frill.

25 I'm concerned about the esthetic

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2 quality of the bridge. It, again, was very
3 hard to tell by those two rough schematics.
4 The Hudson River Valley is one of the key
5 national resources in the country, not just
6 on the east coast. This bridge should be
7 nothing less than spectacular. It should be
8 commensurate with the value of the Hudson
9 Valley area as a national resource. I don't
10 see that -- at least at this point I don't
11 have confidence that a project that's being
12 fast tracked with the least expensive ways,
13 that we're going to get a bridge that is
14 really a stellar work of architectural
15 design.

16 Finally, community impact. I think
17 there were some thoughts addressed to
18 adverse community impact. This is an
19 opportunity to have positive community
20 impact. The Village of South Nyack was
21 devastated when the Thruway came through
22 with the first Tappan Zee Bridge, and that
23 ridiculous -- I don't know what to call
24 it -- the circular entrance and exit ramp
25 that now defines South Nyack instead of the

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2 heart of the Village that was once there.
3 There was a plan to take advantage of this
4 opportunity to enhance the community life,
5 and that's now I guess off the books because
6 of a constrained notion of what this project
7 should look like.

8 I urge you to do whatever we can.
9 There were plans that would call for a park.
10 But that circle exit and entrance ramp is
11 ridiculous and there should be a heart of a
12 village there.

13 So what I've heard tonight does not
14 encourage me that this is a very
15 forward-looking opportunity to enhance both
16 the quality of life for what is a vital
17 village, not just a traffic corridor, nor
18 for the way the bridge itself will be
19 constructed. I urge you to take second
20 thoughts on all of this.

21 MR. BLOCH: Thank you. Our next
22 speaker, Justin Davidson. No.

23 And Philip Musegaas?

24 They spoke at the earlier session so I
25 think they have left.

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That is it. If there's anyone else who expected to be speaking and you didn't hear your name called, it's because I didn't get a card.

So if there is no one, I'd like to thank you very much for coming and to adjourn this public hearing. 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

Kathleen Stala