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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
7:50 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, everyone. My
3 name is Arnold Bloch. I'm a principal of
4 the firm of Howard/Stein-Hudson Associates.
5 I welcome you to this public hearing, and I
6 do that on behalf of Joan McDonald, the New
7 York State Department of Transportation
8 Commissioner; Thomas J. Madison, Jr., the
9 Executive Director of the New York State
10 Thruway Authority; Jonathan McDade, the
11 Administrator of the Federal Highway
12 Administration's New York Region; and on
13 behalf of Colonel John Boule II, the
14 District Commander of the United States Army
15 Corps of Engineers, New York District.

16 I'm serving as the moderator and the
17 hearing officer for this evening's public
18 hearing. It's the second of the two formal
19 public hearings. This is the second session
20 of this evening. It's for the Draft
21 Environmental Impact Statement that's been
22 prepared for the Tappan Zee Hudson River
23 Crossing Project in Rockland and Westchester
24 Counties.

25 It fulfills the requirements of

1 TZB DEIS Public Hearing
2 Article 2 of the New York State Eminent
3 Domain Procedure Law for Right-of-Way
4 Acquisitions required for construction, and
5 it's also intended to gather information on
6 an application by the project for a permit
7 from the U.S. Army Corps of Engineers. And
8 you'll hear more about that in a moment.

9 These public hearings have been
10 sponsored by three agencies; the New York
11 State Department of Transportation; the
12 New York Thruway Authority, who are the
13 project sponsors; and by the Federal Highway
14 Administration, which serves as the lead
15 agency for this Environmental Impact
16 Statement.

17 There are many laws and regulations
18 that the EIS, the Environmental Impact
19 Statement, was prepared in accordance with.
20 I'm not going to go into all of those right
21 now, but just to tell you, they have to do
22 with the National Environmental Policy Act
23 of 1969, as amended; Federal Highway's
24 Environmental Impact and Related Procedures;
25 the New York State Environmental Quality

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2 Review Act; a number of other federal
3 requirements, including the President's
4 Executive Order on Environmental Justice,
5 Section 106 of the National Historic
6 Preservation Act, and Section 4(f) of the
7 U.S. Department of Transportation Act; as
8 well as Title 33 of the Code of Federal
9 Regulations, Part 325, Appendix B; and also
10 in accordance with the National
11 Environmental Policy Act and the Army Corps
12 of Engineers permitting regulations.

13 The Army Corps of Engineers in New York
14 District is cooperating with the Federal
15 Highway Administration in preparation of the
16 Environmental Impact Statement so as
17 together, the resulting Environmental Impact
18 Statement can be adopted by the New York
19 District for purposes of it exercising its
20 regulatory authority.

21 These public hearings are conducted in
22 order to get information from you, the
23 public, solicit your response to what was in
24 the Draft Environmental Impact Statement.
25 These meetings provide you one opportunity

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2 to do that orally or to hand in a comment.
3 You can also mail in comments. And at the
4 registration desk, if you received one of
5 these comment forms, it gives you
6 information on there how to send in comments
7 either by mail, by e-mail, by fax, or you
8 can hand those in tonight.

9 And I'm going to mention right now that
10 in order for these comments to be part of
11 the formal record, please have them to us by
12 March 15th, 2012. That's a Thursday. Or if
13 you're going to put them in the mail, they
14 must be postmarked by that date, Thursday,
15 March 15th, 2012.

16 To assist you in preparing any
17 comments, the Draft Environmental Impact
18 Statement document is available for public
19 inspection at a number of sites in the
20 region; town halls, libraries, and so forth.
21 A list of those sites can be found either on
22 our website, which is listed right there in
23 front of you, www.TZBsite.com, or on a board
24 in the main area, or on a sheet of paper
25 that you can pick up from the registration

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2 desk. And you can also download, review and
3 download the Environmental Impact Statement
4 documents from this same website.

5 These proceedings are being recorded by
6 a stenographer, right here, and a verbatim
7 written transcript will be prepared and made
8 available for review on the project website.

9 If you'd like to speak tonight,
10 somewhere there was a comment form, one of
11 those small index cards. So if you did sign
12 in on one of the big sheets, that's not
13 signing in to speak. You'd have to get one
14 of those little cards. Hopefully, those who
15 wanted to do so were told that. If you
16 haven't done that and you do want to speak,
17 you can go out there and fill in one of
18 those cards and you'll be put on the list.

19 We had a lot of speakers at our first
20 session, approximately 50. I asked that
21 they try to keep their comments to two
22 minutes, and I'm going to ask you the same.
23 If you feel you cannot do that for whatever
24 reason, you want to read something or you
25 have a lot that you really want to say, we

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2 have a second court stenographer who is
3 located in the main area where the boards
4 are. She's in that little room. Anybody
5 can bring you to her. You can sit with her
6 and basically say what you like for as long
7 as you like and she won't stop you. She's
8 already had about 38 people come and talk
9 with her, so if you feel you need to do
10 that, please do. I'm going to ask, though,
11 after two minutes, I'm going to please ask
12 you to wrap up your comments.

13 We're also not going to be responding
14 to your comments tonight in order to get
15 through all the comments. If you wanted to
16 speak to any of us about anything related to
17 the Environmental Impact Statement, in that
18 room we will do so, but they won't be part
19 of the formal record.

20 I do want you to know, oral comments
21 given in this room, given in the other room,
22 and written comments all have the same
23 weight. They will all be collected, they
24 will all be responded to by the agencies.
25 It doesn't matter how you give those

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2 comments, they have the same value and
3 weight. So the comments will be responded
4 to as part of the Final Environmental Impact
5 Statement.

6 So let me just introduce the people we
7 have on our dais, and they're going to just
8 say a few words.

9 To my right is Michael Anderson from
10 the New York State Department of
11 Transportation, to his right is David
12 Capobianco from the New York State Thruway
13 Authority, and to his right is Richard Tomer
14 from the U.S. Army Corps of Engineers.

15 And I'd first like to call upon David
16 just to make a few comments.

17 MR. CAPOBIANCO: Thank you, Arnie. And
18 good evening. My name is David Capobianco
19 and I am a design engineer with the New York
20 State Thruway Authority and a member of the
21 project team for the Tappan Zee Hudson River
22 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

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2 project. We welcome you and thank you for
3 your attendance.

4 The project is critical not only to
5 New York State, but is also a vital
6 infrastructure link for the Northeast.

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

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

23 In addition, numerous other federal and
24 state agencies are playing an invaluable
25 role in this project. Federal agencies

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2 include the U.S. Army Corps of Engineers,
3 who we welcome here tonight. Other agencies
4 include the U.S. Coast Guard, the New York
5 State Department of Environmental
6 Conservation, and the Office of Parks,
7 Recreation & Historic Preservation, to name
8 a few. The full list of cooperating
9 agencies is available in the Draft EIS.

10 While these agencies play a valuable
11 role in the process, no role surpasses that
12 of you, members of the public, interested
13 parties, and elected officials, which brings
14 me back to why we are here tonight. And
15 that is, to learn more about the project and
16 for you to provide input to help us ensure a
17 successful project. Thank you.

18 MR. BLOCH: Thank you. And now I'd
19 like to ask Michael Anderson from the
20 New York State Department of Transportation,
21 who is the Project Director, to give a brief
22 presentation on the status of the project.

23 MR. ANDERSON: Good evening. Welcome
24 to the public hearing for the Draft
25 Environmental Impact Statement for the

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2 Tappan Zee Hudson River Crossing Project.

3 This presentation will give you an
4 overview of the projects goals, a review of
5 what has been studied to date, and will
6 inform you of the process going forward.
7 Tonight's hearing is intended to provide you
8 information and the opportunity to comment.

9 It has been determined that the
10 replacement of the bridge is the only
11 reasonable alternative. The bridge faces
12 many problems and difficulties, but the two
13 most prominent can be addressed in the main
14 span and in the approach spans.

15 As far as the main span is concerned,
16 the foundations are unique and need to be
17 replaced. There is a significant number of
18 structural members which need to be replaced
19 or retrofitted. There is a need to provide
20 redundancy on this crossing, and that is not
21 possible with the current bridge. And the
22 bottom line, due to the nature of the
23 bridge's design, certain vulnerabilities
24 will remain for the life of the bridge, even
25 if expensive repairs are undertaken.

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2 In the approach spans, those sections
3 on either side of the main 1200-foot
4 channel, extensive work is required in those
5 foundations, in the concrete support towers,
6 and the steel framework. Despite the
7 ongoing deck replacement, which has
8 significantly improved the riding surface
9 experience, the structure that supports that
10 new deck continues to deteriorate and face
11 significant problems.

12 The lack of breakdown shoulders on the
13 bridge constitutes a public health and
14 safety issue, leads to severe congestion for
15 the most minor incident, such as a flat
16 tire.

17 A number of significant milestones have
18 been achieved since last fall. On
19 October 12th, 2011, the Federal Highway
20 Administration and Federal Transit
21 Administration filed a Notice of Intent
22 which rescinded the previous 30-mile
23 Corridor Project.

24 That same day, the Federal Highway
25 Administration filed a Notice of Intent

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2 which formally started the Tappan Zee Hudson
3 River Crossing Project.

4 On October 25th and 27th, the agencies
5 held Public Scoping meetings which were an
6 opportunity for agencies and the public to
7 comment on the alternatives and the
8 environmental analysis framework. That
9 comment period closed on November 15th,
10 2011.

11 We published this Draft Environmental
12 Impact Statement on January 19th of this
13 year.

14 We've also undertaken additional
15 exploration work to document conditions in
16 the river, and these conditions are
17 necessary to finalize the design and update
18 the environmental impacts in the Final
19 Environmental Impact Statement, and in that
20 regard we began a soil boring program of
21 approximately a \$3.4 million contract on
22 January 30th to take an additional 65 soil
23 borings and samples and tests, and we
24 accepted bids for a pile installation
25 demonstration project. The low bidder was

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2 \$17.9 million. And I'll speak more about
3 that later.

4 We expect to award that contract any
5 day now and be working within the next two
6 weeks, which brings us to today and the
7 public hearings that were held on Tuesday,
8 the 28th, and here this evening.

9 Given the importance of this crossing
10 and the size of the investment currently
11 under consideration for the new crossing, it
12 is a prudent and practical decision to
13 design the bridge to optimize the
14 flexibility for potential future
15 transportation modes that, while not
16 foreseeable now, may be over the lifespan of
17 the crossing.

18 Therefore, this project will provide
19 the infrastructure for potential future
20 transit on the new bridge by providing
21 additional width, by providing for increased
22 design loadings, by providing certain
23 constant grades, and potentially spanning
24 the space between bridges at a later date to
25 provide infrastructure for future transit

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2 modes. These actions are consistent with
3 the project goal to maximize the public
4 investment in the new crossing.

5 This hearing is an opportunity for you
6 to learn more about and comment on the DEIS.

7 The DEIS is a comprehensive multivolume
8 document. It follows a federally mandated
9 process that is based upon the project's
10 purpose and need. From the purpose and need
11 flows the identification and analysis of
12 alternatives, and the identification and
13 assessment of potential impacts from those
14 alternatives on environmental, social, and
15 economic conditions.

16 During project scoping last October, it
17 was determined that the study area for this
18 project would include the four-mile extent
19 of the bridge and its landing areas at each
20 shore. The project limits studied in the
21 document are from the South Broadway Bridge
22 in South Nyack to the South Broadway or
23 Route 9 Bridge in Tarrytown.

24 In Rockland County, the bridge will tie
25 into the existing Thruway property limits.

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2 The extent of the work will require
3 replacement of the South Broadway Bridge,
4 which in turn will affect several adjacent
5 properties.

6 In Westchester County, the bridge will
7 tie into the existing Thruway property
8 limits. The extent of the work will retain
9 the Route 9 Broadway Bridge as the new
10 pavement ties into the existing pavement
11 just short of Interchange 9.

12 The purpose of this project is to
13 maintain a vital link in the regional and
14 national transportation network by providing
15 an improved Hudson River crossing between
16 Rockland and Westchester Counties. The
17 bridge is an integral element of the New
18 York State Thruway, the interstate highway
19 system, and a critical link in the overall
20 transportation network in this region.

21 The Tappan Zee Bridge, which opened in
22 1955, initially accommodated 18,000 vehicles
23 a day. Today, approximately 138,000
24 vehicles rely on the bridge on a daily
25 basis.

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2 The Tappan Zee Bridge is the only
3 limited-access truck route across the Hudson
4 between New York City and Interstate 84,
5 45 miles to the north in Newburgh. It also
6 serves commercial traffic in New England and
7 points south and west, and also serves
8 motorists and truckers wishing to avoid
9 New York City congestion. The
10 ever-increasing traffic volume, especially
11 of commercial vehicles and trucks, continues
12 to slow traffic and contributes to the
13 structure's deterioration.

14 Inspections and analyzes have revealed
15 other numerous significant vulnerabilities.
16 Since 2001, over a half billion dollars have
17 been spent on bridge repairs, and it has
18 been estimated that it would take
19 approximately \$1.3 billion in the next
20 decade to maintain the bridge's viability.

21 It has been determined that
22 rehabilitation cannot remedy the existing
23 bridge's vulnerabilities. Replacement is
24 the only reasonable solution. This action
25 satisfies the project need, which is to

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2 address the bridge's structural,
3 operational, safety, security, and mobility
4 deficiencies.

5 We've also identified three important
6 goals that guide the project: To ensure the
7 long-term viability of this Hudson River
8 crossing, to improve transportation
9 operations and safety on the crossing, and
10 to maximize the public investment in a new
11 Hudson River crossing.

12 There are two alternatives considered
13 in the DEIS, a No-Build alternative and a
14 Replacement bridge.

15 The No-Build or No-Action alternative
16 is a forecast of future conditions which
17 includes all known and program
18 transportation improvements and all known
19 major development projects. The No-Build
20 alternative serves as the basis of
21 comparison for the assessment of other
22 project alternatives.

23 The Replacement alternative is a
24 dual-span structure which allows for
25 flexibility in the design of the main span

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2 and the approaches.

3 While the specific design for the
4 preferred alternative will be left to the
5 designer and the builder of the bridge,
6 there are specific features that must be
7 included. These are, four lanes in each
8 direction, emergency access lanes and
9 shoulders in each direction, shared use bike
10 and pedestrian path, and the final design
11 for the replacement bridge shall maximize
12 the public investment by allowing for the
13 consideration, design, and construction of
14 transit modes in the future.

15 These two bridge options have been
16 evaluated in the DEIS. Pictured here are
17 the approach span options, those sections
18 which are in place on either side of the
19 familiar main span structure. We have a
20 long span and short span option which have
21 been evaluated.

22 In the long span option, support piers
23 are approximately 430 feet apart. This
24 results in 32 foundations for each bridge,
25 or 64 additional foundations in the river.

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2 The short span option at approximately
3 230 feet requires 58 new foundations for
4 each bridge, for a total of 116 new
5 foundations in the river.

6 There are other significant differences
7 between the two spans which have been
8 identified and analyzed in the DEIS. The
9 final design must meet the environmental
10 constraints which have been identified in
11 the analysis of these options and will be
12 enumerated in the Record of Decision.

13 With respect to the main span, we're
14 particularly interested to hear your opinion
15 about the look of the new bridge. The
16 character, look, and esthetic of the
17 replacement bridge must be an appropriate
18 gateway for the Hudson Valley region. We
19 ask that you visit the display area where we
20 present the two general bridge solutions.

21 Cable-stayed, which appears similar to
22 a suspension bridge but performs very
23 differently, is an efficient and widely-used
24 design which can be adapted in an
25 appropriate esthetic for this setting.

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2 And the arch. Interesting to note that
3 the original design for the Tappan Zee
4 Bridge called for an arch. However, that
5 design was abandoned in favor of the current
6 double cantilever when there were no bidders
7 in 1952 on the original arch contract.
8 However, arch construction has evolved
9 significantly and is now a feasible
10 solution.

11 Tonight and during the comment period,
12 we hope that you will make your preferences
13 known regarding these or other styles to be
14 considered in the final design.

15 The existing bridge has a long, flat
16 grade followed by a steep incline of
17 three percent. This abrupt change in grade
18 causes trucks and buses to lose speed,
19 resulting in congestion and contributing to
20 a high accident rate.

21 From 2001 to 2009, more than 2700
22 accidents were documented on the bridge, and
23 this is more than twice the average accident
24 rate for the rest of the Thruway. The
25 replacement bridge proposes a more constant

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2 and manageable grade than does the existing
3 bridge. This constant grade will improve
4 traffic flow and reduce accidents
5 significantly.

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

14 Among other impacts, we've evaluated
15 the visual impacts to the existing
16 communities, the river view shed, and
17 considered the overall esthetic of the
18 design.

19 The DEIS evaluates the impact to
20 historical and cultural resources, including
21 two historic homes which are directly
22 affected, as well as the bridge itself which
23 is eligible for listing on the National
24 Historic Register.

25 Noise impacts associated with the

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2 project have been modeled and assessed.

3 An extensive analysis of the impacts to
4 the overall ecology and the ecology of the
5 river ecosystem have been done. We've
6 evaluated all aspects of this interface,
7 including wetlands, fish, fauna, mammals,
8 birds, and the like.

9 In order to minimize impacts from the
10 construction process, the selected bridge
11 designer will be required to adhere to a
12 construction impact mitigation plan. An
13 important part of that mitigation plan are
14 the Environmental Performance Commitments or
15 EPCs. To date, over 50 specific EPCs have
16 been identified. These EPCs have been
17 developed in detail, and we have the
18 opportunity to improve and expand these with
19 your input. The public's input is sought
20 and valued in order to ensure that all
21 appropriate measures will be included in the
22 final construction contract.

23 Environment Performance Commitments,
24 EPCs, have been compiled for a wide range of
25 issues.

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2 With respect to transportation,
3 examples include minimizing detours through
4 residential areas, notification of road
5 closures and detours through a variety of
6 means in advance of the work, and, most
7 importantly, coordinating with the local
8 officials and local agencies on an ongoing
9 basis.

10 With respect to community character,
11 the contractor must maintain a clean and
12 orderly work site. Provisions for
13 enforcement and penalties for non compliance
14 will be included in the contract.

15 With respect to historic and cultural
16 resources, a protection plan will be
17 required to avoid damage to architectural
18 resources.

19 Submerged archeological resources will
20 be protected during construction.

21 Regarding land acquisition and
22 displacements, easements to properties will
23 be removed and returned to the owner without
24 delay as soon as the work is complete.

25 Demolition and modification to affected

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2 properties are to be carried out quickly, in
3 a workmanlike manner, with minimal impacts,
4 and the sites must be returned to a
5 condition consistent with the adjacent
6 community without delay.

7 Noise generated during construction
8 will be mitigated in numerous ways. Some
9 precautions will include the use of shrouds
10 or other attenuation curtains for pile
11 driving and other large machines, such as
12 compressors and generators. Electric
13 powered instead of diesel equipment must be
14 utilized when possible. Impact devices such
15 as jackhammers, pavement breakers, pneumatic
16 tools must also use shrouds.

17 Construction staging areas must have
18 appropriate noise attenuation materials
19 installed, such as attenuation curtains.

20 Contractors and subcontractors will be
21 required to properly maintain equipment at
22 all times.

23 In terms of air quality, contractors
24 must use clean fuels and the best available
25 technologies. All equipment must meet

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2 United States Environmental Protection
3 Administration Tier 3 Emission Standards or
4 better. There will be a prohibition on
5 idling trucks for more than five minutes,
6 and all reasonable efforts must be taken to
7 reduce the idling of all other diesel
8 equipment which is not road worthy but in
9 use on the site.

10 Energy and climate change will be
11 addressed.

12 The use of recycled material:
13 Locally-sourced material and renewable fuels
14 must be maximized.

15 Geology and soils: All earthwork and
16 all project sites must be protected and
17 addressed in an erosion and sediment control
18 plan at all work and staging locations.

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

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2 foundation construction.

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

11 I mentioned earlier that we're moving
12 forward with a technical investigation which
13 will enable us to finalize design and
14 finalize the impacts of working in the
15 river. The installation of piles is a
16 critical part of this design and this
17 construction work. There are different
18 types of unsuitable soils in the area that
19 the new bridge piles must be driven in in
20 order to support the bridge. Additional
21 information is needed to confirm the design.

22 Currently, a soil boring sampling and
23 testing program is under way to better
24 define conditions deep in the soil beneath
25 the river. The pile installation

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2 demonstration project will collect
3 information about the installation of
4 different sized piles at four separate
5 locations. The environmental effects of the
6 pile installation will also be monitored,
7 and this will inform the mitigation efforts.

8 All of this information will be
9 collected and provided to the bidders as
10 they develop their design and bids and seek
11 to mitigate the environmental effects of
12 pile installation during construction. The
13 pile installation project will be awarded
14 soon, perhaps this week. It will certainly
15 be under way within the next two weeks and
16 will be completed by July.

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

3 As a reminder, the DEIS can be found on
4 our website or at several locations in the
5 area. Based on comments received and
6 subsequent findings in 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 Federal Highway
12 Administration later this summer.

13 This concludes this presentation and I
14 would once again thank you for your interest
15 and continued participation in this most
16 important project. Thank you.

17 MR. TOMER: Good evening. Just a few
18 brief remarks.

19 I am Richard Tomer, Chief of the
20 Regulatory branch for the New York District
21 Army Corps of Engineers.

22 The Army Corps of Engineers is here
23 tonight to obtain information and evidence
24 on core concerns to assist in the regulatory
25 review of a permit application submitted by

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2 the New York State Thruway Authority for the
3 transportation of approximately
4 1.5 million cubic yards of dredge material
5 from the construction of the replacement of
6 the Tappan Zee Bridge for placement of this
7 dredge material at the Historic Area
8 Remediation Site in the Atlantic Ocean.

9 Activities related to the construction
10 of the replacement bridge itself are
11 regulated by the United States Coast Guard.

12 The Army Corps of Engineers is neither
13 a proponent for nor an opponent of the
14 proposed work. Our role is to determine
15 whether the proposed activity is in the
16 overall public interest. This hearing will
17 play an important part in that
18 determination.

19 The New York District will issue
20 another Public Notice upon receipt of all
21 required dredge material test results and
22 analysis that is ongoing right now. That
23 future Public Notice will include test data
24 and a determination whether the dredge
25 material is suitable for placement at the

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2 Historic Area Remediation Site.

3 The future Public Notice will be posted
4 on the New York District website, which is
5 at www.nan.usace.army.mil. We will send out
6 an e-mail when the future Public Notice is
7 available on our website. If you're not
8 currently on our public notice e-mail
9 distribution list and would like to receive
10 the e-mail announcement for that Public
11 Notice, you could provide your e-mail
12 address to one of the staff members at the
13 registration table today. Thank you.

14 MR. BLOCH: Thank you. So now we are
15 ready to hear from those of you who would
16 like to make oral comments.

17 I wanted to remind you that if you'd
18 like to do so, you must have filled out one
19 of these cards. I have a list of some
20 speakers, but if you did not fill out one of
21 these cards at the registration desk, you
22 won't be on my list, so please go ahead and
23 do that if you want to make an oral
24 presentation.

25 In accordance with our policy, we allow

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2 elected and appointed officials to be given
3 the first opportunity to speak, and others
4 are then called upon in the order in which
5 they've registered to speak.

6 In order to allow many people to speak,
7 we will not be responding to comments or
8 questions at this table. Again, if you'd
9 like to speak to any one of us about
10 anything related to the Draft Environmental
11 Impact Statement, we can do so in the other
12 room. And there are many people in there
13 now who would be willing to talk with you
14 about that. However, that will not be part
15 of the public record.

16 Also, if you don't want to wait through
17 listening to others speak but you do want to
18 make oral comments, there is another court
19 stenographer, court reporter available in
20 the other room. Ask anyone, they'll direct
21 you to her, and you can give your comments
22 there, and they can be as long as you like.

23 And if you have written comments, you
24 may submit them to us, anyone, to myself or
25 the court reporter or leave them at the

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2 front desk, at the front reception area.
3 Please feel free to do so.

4 And remember, those written comments,
5 if you don't do them today, they must be
6 received to us by mail, e-mail, fax no later
7 than Thursday, March 15th.

8 So I'm going to call speakers up. I'm
9 going to call the first speaker and then the
10 name of the second speaker to please come
11 and speak at this microphone here in the
12 middle aisle.

13 My goal tonight is to get you all to
14 speak and hopefully we'll be out of here
15 relatively shortly.

16 So our first speaker for tonight is
17 Assemblyman Tom Abinanti.

18 Okay. Not here. Perhaps he gave his
19 comment to the other court reporter.

20 The next speaker is Peter Fleischer, to
21 be followed by Andrew Ratzba.

22 MR. FLEISCHER: Thank you. My name is
23 Peter Fleischer. I'm the Executive Director
24 of Empire State Future. It's a statewide
25 smart growth advocacy coalition.

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2 I'm reading a statement tonight from
3 Scenic Hudson, which is one of our coalition
4 members.

5 Since 1963, Scenic Hudson has worked to
6 protect and restore the Hudson River as an
7 irreplaceable national treasure and a vital
8 resource for residents and visitors. It is
9 the largest environmental group focused on
10 the Hudson River Valley.

11 After nearly a decade of study, there
12 is a broad consensus that the solution to
13 replace the TZB requires some form of mass
14 transit. The DEIS has neglected this public
15 input and instead determined that a project
16 with a mass transit component is not
17 feasible at this time.

18 An historic opportunity to change the
19 transportation picture in the Hudson Valley
20 for the better presents itself in replacing
21 the TZB. A 21st century solution, meeting
22 the transportation needs of the future by
23 including mass transit, would leave a
24 positive legacy on transportation and land
25 use patterns throughout the region.

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2 The preferred alternative, simply
3 rebuilding the old span with one extra lane,
4 will not solve the modern regional problems
5 across the corridor. In fact, just two
6 years ago, the DOT Scoping Summary stated
7 that, quote, Mass transit offers the only
8 realistic means of addressing the
9 requirements of improving mobility in the
10 corridor, unquote. It is safe to say that
11 there are no changed circumstances that
12 warrant abandoning that finding.

13 The DEIS analysis of consistency with
14 the State's Smart Growth Public
15 Infrastructure Act is insufficient. The Act
16 requires that State infrastructure projects
17 be consistent with tenets of smart growth.
18 Contrary to the goals of the Act, the
19 preferred alternative will likely encourage
20 continued auto dependency.

21 The DEIS only considers two possible
22 alternatives, the proposed Replacement
23 Bridge Alternative and the No-Action
24 Alternative. Other reasonable alternatives,
25 including the immediate addition of mass

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2 transit and the construction of a tunnel
3 rather than a bridge, are excluded without
4 adequate analysis or justification.
5 Detailed cost and environmental analyzes of
6 these options should be presented in the
7 DEIS before these alternatives are rejected.

8 Contrary to prior studies finding that
9 public mass transit was necessary to reduce
10 congestion and air pollution, the DEIS
11 claims that an expanded automobile-only span
12 will not increase regional air pollution.
13 Given New York State clean air and climate
14 change goals, the project should actively be
15 seeking to decrease such emissions.

16 Thank you.

17 MR. BLOCH: Thank you very much. Our
18 next speaker is Andrew Ratzba, to be
19 followed by Gene Ceccarelli. And I
20 apologize in advance if I mispronounce your
21 name.

22 MR. ABINANTI: I believe you called me.
23 Abinanti?

24 MR. BLOCH: Oh, I apologize. After
25 you, let's have the Assemblyman come up. I

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2 apologize.

3 MR. CECCARELLI: No, the Assemblyman
4 can speak.

5 MR. ABINANTI: Thank you very much. I
6 know I missed my curtain call twice.

7 I'll be very brief. First of all, I
8 want to welcome you to Tarrytown, I'm sure a
9 lot of people have done that already, and
10 thank you for coming here and hearing what
11 we have to say.

12 I want to do a variation on an old
13 African proverb. And that is, there's an
14 old African proverb that says, when the
15 elephants fight, it's the grass that gets
16 trampled. I guess it's similar that when
17 the elephants stampede, the grass gets
18 trampled, and I want to make sure that in
19 our haste to build the bridge, we don't
20 ignore the grassroots.

21 And I want to speak in particular about
22 the impact of the construction and the new
23 bridge on this side on Tarrytown residents.

24 This may seem like a very small piece
25 of the big, overall project, but I want to

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2 reiterate what I'm sure were some of the
3 comments that were made before by residents
4 of the Quay, Q-U-A-Y, and some other people
5 who live in the areas. And, again, I want
6 to make sure that in our overview as we're
7 looking at the regional picture, we don't
8 ignore the people who live there.

9 I'm concerned that the DEIS does not
10 pay enough attention to the air pollution,
11 the noise, and the visual impact of the
12 construction and the new bridge on the
13 people who live on the Tarrytown side.

14 I recognize that some of these impacts
15 might be difficult to mitigate, but I do
16 think that we have to address them. We have
17 to list them and we have to address them and
18 try very hard to do what we can.

19 As an example, for example, on visual
20 impact, if you look at the DEIS, there's a
21 visual simulation from the Quay, but it does
22 not show the impact on the residents in the
23 southwest buildings. It appears to be a
24 tennis court view. And so I think we have
25 to look at that. Now, I don't know what you

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2 can do about it, but I think somebody could
3 take a look at it and see if there is a way
4 of designing the bridge so that it doesn't
5 impact them as badly as we're expecting it
6 will.

7 Same thing with noise quality,
8 especially during construction. I don't
9 know if there's a way to do more buffering,
10 but I think you've got to recognize the
11 problem before you address it.

12 And the same thing on the air
13 pollution. I don't know how we deal with
14 that issue. But you don't recognize in here
15 that the proposal that you're dealing with
16 is going to make a bridge which is closer to
17 them than the existing bridge. And that's
18 the whole impact here.

19 I also notice that the way you're
20 designing this, a second span would come in
21 south of the existing bridge. Now, I don't
22 know if there's some way to redesign it so
23 that you're not as far north so that it
24 doesn't impact these people as much.

25 When you have the southern sweep, by

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2 the way, I think we also have to be careful
3 that we're not going to impact during
4 construction the people who live south of
5 the bridge.

6 There's not a lot of attention paid to
7 this. I know there was a big discussion of
8 the impact on the Rockland side on Tuesday,
9 and I think you paid a little bit more
10 attention in the DEIS to the impacts on the
11 residents on the Rockland side. So I'm just
12 asking that as you're moving forward here,
13 don't ignore the people who live there.
14 These are the hosts. These are the people
15 who have to put up with this. And as one
16 person said, this construction could
17 possibly make their homes valueless for the
18 duration of the construction.

19 Now, one of the things that I would
20 like to suggest, and again this is just my
21 suggestion, but as I look at this, we're
22 talking about building two new spans at
23 once. I know the DEIS rejects the concept,
24 but I believe that it might be possible to
25 save money and to save impacts to have only

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2 one new span and use the old Tappan Zee
3 Bridge. I'm one of the people who suggest
4 that we use the old Tappan Zee Bridge for
5 bicyclists, for a park, et cetera. And if
6 you can't use the whole bridge and you have
7 to take down some of it, at least leave some
8 of it up. The other side could be a fishing
9 pier, this side could be a park, or
10 whatever.

11 But if you don't want to do that and
12 you want to leave the bridge up, then we
13 could possibly use the old bridge as a
14 supplement for one new bridge, which would
15 solve some of the problems that I'm talking
16 about. And you could, for example, use it
17 for what we can't talk about today, mass
18 transit, you could possibly use it for
19 buses, and that would give you more room on
20 the new span to deal with the trucks and the
21 cars and stuff that you have to deal with,
22 and you then wouldn't need a bicycle path on
23 the new one and some of the other walking
24 paths and the other amenities. So I just
25 ask that that be considered. It seemed to

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2 have been dismissed somewhat out of hand in
3 the DEIS, but I just ask that those be
4 reconsidered.

5 I'm not going to get into the
6 specifics. I think that there are some
7 people from the Quay who probably have
8 already spoken. I'm sorry I couldn't be
9 here earlier. I was in Albany. And if they
10 haven't already spoken, I'm sure they're
11 submitting some materials.

12 Again, thank you for listening. This
13 is a very serious project. It's going to
14 have some serious impacts on the residents
15 of this area for quite some time during
16 construction and thereafter because, as you
17 know, the area grew up around the bridge and
18 to now shift it has a major, major impact on
19 everything in the way it was designed.

20 So thank you very much.

21 MR. BLOCH: Thank you. So our next
22 speaker is Andrew Ratzba, to be followed by
23 Gene Ceccarelli.

24 MR. RATZKIN: It's Andrew Ratzkin, and
25 the fault is my handwriting.

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2 I'm a member of the Village of
3 Hastings-on-Hudson Conservation Commission
4 and I make these comments on behalf of the
5 Village. I'm also a member of the Board of
6 the New York League of Conservation Voters
7 Westchester Chapter. I'm also a daily user
8 of the bridge.

9 Hastings has several deep concerns with
10 the replacement project as proposed. I'm
11 going to submit written comments that are
12 fairly extensive, so I'll just hit the
13 highlights.

14 These concerns center around the lack
15 of transit planning and the foreseeable
16 impacts that that will result in, including
17 increased congestion, emissions, and fossil
18 fuel dependence compared to a transit
19 infrastructure alternative.

20 The current plan also, by excluding bus
21 rapid transit, misses the opportunity to
22 link with BRT planned by Westchester County
23 along Central Avenue.

24 Building with transit would be
25 consistent with numerous federal, state, and

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2 local policies aimed at reducing dependence
3 on foreign oil and reducing air pollution
4 and greenhouse gases, including New York
5 State's own Climate Action Plan, the
6 Westchester Action Plan for Climate Change,
7 federal goals enshrined in the Clean Air Act
8 and the Transportation Equity Act and
9 numerous executive orders.

10 I'd like to focus right now on the
11 assertion that the bridge is going to be,
12 quote, transit non preclusive. We take
13 issue with that. Just transit non
14 preclusivity is insufficient. As others
15 have mentioned, the George Washington Bridge
16 was built that way and that presents a
17 cautionary tale. Eighty years after
18 completion, there is of course still no
19 dedicated transit on that bridge. We
20 believe that as a practical matter,
21 committing to transit now is effectively a
22 now or never decision.

23 In any event, there are good reasons
24 for questioning whether the bridge as
25 proposed would be truly transit

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2 non preclusive. For example, has any
3 thought been given or planning undertaken to
4 assure that the bridge will align with the
5 feasible and optimal rights-of-way for
6 transit previously determined as a result of
7 the prior 10 years of planning efforts?
8 There's no evidence of this in the DEIS.

9 In addition, the DEIS asserts that the
10 two spans will be located so that a rail
11 line could be suspended in between them.
12 But what happens as the bridge spans
13 approach land and the gap between them
14 narrows? Where would the rail fit then? We
15 can't tell if or how this issue is
16 addressed.

17 We're also concerned that the present
18 approach of labeling the extra width of the
19 bridge as, quote, emergency lanes, in
20 addition to the new shoulders, is going to
21 create problems. This designation could
22 cause unwarranted fear and concern about the
23 safety implications if these lanes are later
24 drawn into transit service.

25 If the intent is that these lanes are

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2 to be reserved for transit, the project and
3 the DEIS should say so now.

4 MR. BLOCH: Could I ask you to wrap up
5 your comments?

6 MR. RATZKIN: Yes. We propose that the
7 project plans, I'm skipping now, will be
8 modified to make the bridge truly transit
9 ready. And let's work together, the state,
10 the federal government, local governments,
11 citizens, and transit advocates, to secure
12 the funding that's needed to build out
13 transit infrastructure along the rest of the
14 corridor. We believe that getting the
15 bridge right by enabling sustainable
16 transit-oriented development where gridlock
17 would otherwise dominate will create more
18 permanent jobs and prove to be more
19 beneficial and a lasting approach and use of
20 taxpayer resources.

21 As you may know, Hastings has
22 formalized its concerns in a resolution
23 adopted by its Board of Trustees. And many
24 other municipalities have taken similar
25 action. And that resolution will be

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2 included as part of the official comments.

3 Thank you.

4 MR. BLOCH: Thank you. Mr. Ceccarelli,
5 if I've pronounced that correctly, to be
6 followed by Mark Porterfield.

7 MR. CECCARELLI: Good evening. Gene
8 Ceccarelli. I just was glad that I got off
9 of Exit 1 this evening going on 287 West
10 because of the heavy congestion and the
11 signage that indicates heavy delays at the
12 TZB. This is a sign of the times and I'm
13 sure it's going to be a sign of the times in
14 the future as well without a mass transit
15 component.

16 Ten years ago I was in the
17 Washington, D.C. area and I was really happy
18 that I would get on the Amtrak train to go
19 back into New York while I could watch
20 zillions of taillights on 95 going north
21 while I would sit on the train and relax
22 going into the City from D.C.

23 What kills me, though, is like when I
24 go to the George Washington Bridge and the
25 traffic is backed up way into the Bronx,

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2 almost to the Yonkers line, and there are
3 signs above the highway saying, Heavy
4 congestion at the George Washington Bridge.
5 Use mass transit. And I always say, what do
6 I do? Abandon my car, jump on a train, and
7 then get to where I have to go?

8 I mean, this is the folly that we
9 follow in today's time. We don't learn from
10 things that we see every day that we have to
11 put up with.

12 But anyway, my primary concern was
13 basically with the children, the legacy that
14 we leave our kids, that we continue to
15 destroy their environment with more air
16 pollution, more greenhouse gases. I don't
17 know how parents and even oil companies can
18 sleep at night knowing what they're doing to
19 their kids' and their future generations.
20 These are their kids, their grandkids that
21 are going to inherit this. Basically, we've
22 crippled their mobility with our congested
23 highways.

24 These millions in cost overruns that we
25 see, especially with the 287 project right

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2 now, that money could have been used for
3 saving the jobs of many teachers that many
4 municipalities are going to lose, and
5 improving a lot of our aging infrastructure.

6 This room really shouldn't be filled
7 with adults. It should be filled with kids
8 and we should be telling them or our elected
9 officials should be telling these kids how
10 we're shortchanging them.

11 Michelle Obama has a signature program
12 called Childhood Obesity Campaign, and she
13 calls it Let's Move. Eventually, this is
14 going to be called Let's Stall.

15 So as these kids get older and they
16 join the ranks of the car driving population
17 with four to six hour commutes sitting
18 behind the wheel and then having to pay a
19 toll as a punishment on top of all the
20 traffic that they have to sit in is what
21 these kids are going to face. So we should
22 be telling them this and how eliminating
23 mass transit from the Tappan Zee Bridge,
24 like that which was intended for the George
25 Washington Bridge, was the folly of our

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2 generation. Thank you.

3 MR. BLOCH: Thank you. Our next
4 speaker, Mark Porterfield, to be followed by
5 Colin Conner.

6 MR. PORTERFIELD: Okay. I have a few
7 comments. One issue that I haven't seen
8 addressed, finally I've seen -- I've been
9 coming to these meetings now for probably
10 about five or six years. Finally I've seen
11 some idea of some proposals for the design
12 for the main span. And why can't that,
13 since it's going to be a signature structure
14 in the Hudson River Valley, be left open to
15 a design competition? The selected
16 contractor would then work with the winning
17 designer to create that main span, similar
18 to what was done with the World Trade
19 Center.

20 Also, the fact that mass transit has
21 dropped out of the picture to be relegated
22 to some future plan that may or may not
23 happen is a real tragedy in the fact that in
24 the last 10 years that 287 has been
25 reconstructed, no provision has been put

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2 into that project to allow that mass transit
3 corridor to be continued. Thank you.

4 MR. BLOCH: Thank you. Mr. Colin
5 Connor? Not here.

6 Roger Ardanonski? No?

7 All right. Roger Scheiber, and to be
8 followed by Wanda Dunlap.

9 MR. SCHEIBER: My name is Roger
10 Scheiber. I live in Hastings and I work in
11 Pearl River, New York. I commute on the
12 bridge about five days, sometimes six days a
13 week.

14 This bridge needs to be replaced. The
15 road surface has improved since there has
16 been a new decking, but it is a scary
17 bridge. It needs to be done and it needs to
18 be done as soon as possible.

19 I also think that we must consider the
20 fact of the toll. I am going to pay that
21 toll eventually. It used to be a dollar
22 about 10 years ago to go both ways as a
23 commuter. Now it's closer to \$5 for me. So
24 I really think we have to keep that into
25 consideration.

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2 And one thing that I really hope you
3 are careful at is making sure that you
4 really work with your contractors and hold
5 their feet to the fire to get these costs
6 under control.

7 I'd like to see this project done as
8 soon as possible.

9 A couple of other thoughts of things
10 that I haven't heard; and, again, I am
11 speaking as a commuter. I happened to drive
12 up onto Clausland Mountain Road. For those
13 of you who don't know it, it is the road
14 that if you're going to Rockland and you
15 look to the left and you see those beautiful
16 houses up on the hill there, there's a road
17 up there called Clausland Mountain Road.
18 And I was on that today and I turned around
19 and I looked at the Tappan Zee Bridge. It
20 is a magnificent structure. It is a
21 beautiful area. I think that people should
22 go up there and take a look at it and see
23 what a beautiful thing we have there.

24 I am in favor esthetically of actually
25 taking the other bridge down because I think

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2 it would interfere with the beauty of this
3 bridge.

4 The other comment is on the transit
5 component. I think bus rapid transit in
6 theory is a great idea. There is transit
7 now on the Tappan Zee Bridge. There are
8 buses. People don't talk about the reality
9 of people using those buses. I don't know
10 how many people are on those buses. I don't
11 know how much usage there is. I don't know
12 how practical they are.

13 I know that we need to decongest this
14 bridge somehow and we need to get the people
15 across the bridge. I would start thinking
16 in terms of how do we use the current
17 transportation system, the current bus
18 system onto that bridge, how do we improve
19 what we already have. It wouldn't cost us a
20 whole lot of money. And take a look at
21 that.

22 My final comment has to do with just a
23 comment on everybody else's comment. It
24 sounds to me like we're on a very fast track
25 to get this job done. And I think sometimes

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2 in New York things could take five years to
3 do or they can take a month. That's the two
4 sides of the deal. When it really has to
5 get done, it could get done.

6 But I think it's very important, people
7 made some comments here that made a lot of
8 sense to me, who is a proponent for building
9 this bridge as soon as possible, that all
10 these comments are addressed as best as we
11 possibly can and are answered. Because I
12 think that's very, very important that
13 everybody get their comment addressed as
14 best as we possibly can address it in the
15 short period of time that we want get this
16 project underway. Thank you.

17 MR. BLOCH: Thank you very much. Wanda
18 Dunlap.

19 MS. DUNLAP: Good evening. I'm pretty
20 new to being involved in this and I'm very
21 concerned. I'm looking at Greenburgh, the
22 Town of Greenburgh as a whole, and the
23 Hudson Valley, and the fact that we are an
24 older suburb with a great proximity to
25 Manhattan and New York City.

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2 I travel back and forth every single
3 day to the City to work and I have for the
4 last 20 years. My family traveled for my
5 entire life. And we worked very hard to be
6 able to move to Westchester in the '50s and
7 build our homes and have private residences
8 and have the beauty of greenery, as the Town
9 of Green-burgh was green. But I'm beginning
10 to wonder if it's going to be the Town of
11 Brown-burgh. I see things being chopped
12 down left and right. In fact, to
13 accommodate the improvement of 287, which
14 when I came here, when we were building our
15 house, they were building 287, I saw them
16 take down the whole mountain here in
17 Tarrytown in order to accommodate some
18 changes there.

19 I'm very concerned about the fact that
20 you will build this new bridge and that you
21 also are linking it up with older highways.
22 I drove back and forth to Manhattan on 87,
23 which also needs a considerable amount of
24 repair, and I'm seeing 287 being
25 reconstructed with three lanes in both

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2 directions, sometimes a five-lane system.

3 I'm wondering, when you finish building this
4 four-lane -- eight-lane highway bridge, what
5 impact is it really going to have? I think
6 you should take some more time and look at
7 that because our old suburbs are being
8 abandoned for newer, bigger suburbs and
9 they're getting highway money to build new
10 infrastructures further away from the city.

11 What does that mean is going to happen
12 to the development of this area,
13 particularly in the area where I live, which
14 is the Fairview section of Greenburgh where
15 we've zoned out considerably more for
16 commercial development? And the City of
17 White Plains is even itself increasing and
18 beginning to start to look more like
19 New York than a suburban city that we've had
20 in the past.

21 So I'm wondering, cost of the bridge,
22 what is the fare going to be like for people
23 coming across from Rockland and using it on
24 a daily basis to commute.

25 I'm also concerned about what our

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2 property values are going to look like when
3 more and more people are able to come into
4 the area.

5 And this commercial traffic is going to
6 go onto our local, small state roads, which
7 is already impacted because they're
8 beginning to deteriorate. The potholes on
9 119 are incredible and the traffic on 119 is
10 incredible and coming so close to private
11 residences.

12 We're all losing value in our homes.
13 We're losing value because of the economy
14 first, and now we're legally getting
15 slammed.

16 There's no way for us to protect
17 ourselves and have safety in our suburban
18 residence from break-ins that would happen
19 with more increased traffic.

20 I think you should really do an
21 environmental study. The noise itself
22 coming off the Tappan Zee Bridge into my
23 neighborhood is something that keeps me
24 awake, and the lighting as well.

25 So with all of this new development,

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2 we're really destroying what is the
3 beautiful Hudson Valley. Thank you very
4 much.

5 MR. BLOCH: Are there any other people
6 who have signed up, because I don't have you
7 on my list?

8 Did you want to speak again?

9 MR. VOGEL: Yeah. I put a card in.

10 MR. BLOCH: You did put a card. Okay,
11 then you speak again.

12 MR. VOGEL: Ken Vogel. Based on what I
13 heard of your comments at the beginning,
14 because I missed it during the first
15 session, I wanted to say I'm a proponent for
16 a cable-stayed bridge. And it's an
17 interesting reason, especially since,
18 Michael Anderson, you're from Region 8, I
19 believe, up in Poughkeepsie. The reason I
20 say cable-stayed is because I believe County
21 Route 11 in Dutchess County never got built,
22 which means the cable-stayed bridge going
23 from New Paltz over to Dutchess County on
24 199 never got built, primarily because IBM
25 pulled out and took their 10,000 jobs

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2 elsewhere. And I just wanted to make sure
3 you got that point of view with all the
4 businesses that you have along 287, the way
5 everybody is starting to work off of
6 internet instead of going actually to an
7 office building and what have you.

8 I also want to -- this kind of relates
9 to a story that I know of when I lived down
10 in New Jersey. The owner of Ikea came over
11 from some -- whatever European country to
12 build an Ikea in Paramus, New Jersey. And
13 he flew into JFK and he had a 7 p.m.
14 planning board meeting in the Town of
15 Paramus. And because he does it in his
16 hometown, he purposely made sure he took
17 public transportation to get from JFK to
18 Paramus, New Jersey. And you should know
19 that by 8 p.m., they went out and got a
20 limousine to go pick him up because he
21 couldn't do it. So I just want to point
22 that out for you in case other entities from
23 around the world want to build around this
24 287 corridor.

25 And the last comment I have is one of

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2 the things that I noticed in one of the
3 posters out there. One hundred
4 thirty-nine feet I believe is the original
5 height, the height of the original bridge,
6 and I believe it is the height of what
7 you're proposing as well. And I thought
8 that because of ocean going vessels that
9 could go up the Hudson River to go to the
10 Port of Albany, it could be done if the
11 bridge is tall enough. I believe the Tappan
12 Zee Bridge is the shortest bridge and
13 basically makes a roadblock. So I wanted to
14 make sure that you address that as well.

15 Thanks a lot.

16 MR. BLOCH: Thank you. If there are no
17 other speakers, I wanted to thank you all
18 very much for coming. We are adjourned.
19 And, please, if you have written comments,
20 get them to us by March 15.

21 Thank you very much.

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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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