



TAPPAN ZEE BRIDGE/I-287  
ENVIRONMENTAL REVIEW

**New York State Department of Transportation  
Metropolitan Transportation Authority Metro-North Railroad  
New York State Thruway Authority**

**Meeting Minutes**

***Stakeholders' Advisory Working Groups (SAWGs)  
Land Use SAWG Meeting #2***

***Tappan Zee Bridge/I-287 Corridor  
Environmental Review***

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July 17, 2007

Meeting Title: Stakeholders’ Advisory Working Groups (SAWGs)  
Land Use SAWG Meeting #2 – Focus on Traffic and Transit analysis

Meeting Purpose: Exchange of information

Location Date: Crowne Plaza Hotel, White Plains, New York  
July 17, 2007

Agenda: Item 1. Introduction (Page 2)  
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Item 3. Questions and comments (Page 3)

Attendees: **Name**  
  
Vincent Altieri  
Jeffrey Anzevino  
Sal Fazzi  
David Greenblatt  
John Kirkpatrick  
Suzanne Barclay  
P. Gilbert Mercurio  
Hon. Joseph Meyers  
Sy Schulman  
Mark Stellato  
Eric Strober  
John Vorperian  
Vic Weinstein  
Jeff Zupan  
Ed Dempsey  
Hon. Harriet Cornell  
Cheryl Winter Lewy  
  
Members of the agencies and consultant team.

*Agenda Item 1*

*Introduction*

Paul Plotczyk, Work Systems Affiliates International, (WSA), a facilitator of the SAWG sessions, welcomed participants. Noting new faces, he outlined the purpose and ground rules of the working groups, the use of the “Parking Lot” for questions that will need future consideration and responses, and a “Suggestions Box” for ideas for the team to consider.

There were a series of general questions before the formal presentation began.

Question: Harriet Cornell (Chair, Rockland County Legislature) asked how the working group’s thoughts would be used in the Tappan Zee Bridge/I-287 Environmental Review planning process.

Response: Jim Coyle (Earth Tech, the environmental consultant) responded that ideas generated at the SAWG would all be considered as the project planning advances.

Question: Sy Shulman (SAWG member) asked about the overall schedule of the project.

Response: Jim Coyle responded that the DEIS was scheduled to be completed in 2008.

Question: Vic Weinstein (SAWG member) asked about the forecasts and model used in the transportation planning process.

Response: Jim Coyle responded that federal requirements call for us to use the official forecasts generated by the metropolitan planning organization (which in our case is the New York Metropolitan Transportation Council). These forecasts are agreed to by the component counties and used in 28-county region analyzed in the Best Practices Model (BPM), a computer model that forecasts travel demand.

*Agenda Item 2*

*Presentation*

Jim Coyle (Earth Tech, the environmental consultant) introduced the evening’s agenda and reviewed the discussions among the three other SAWGs (Bridge, Traffic and Transit, and Environmental). The evening’s presentation and focus was on the transportation planning process. This was intended to provide a better foundation for the land use discussions that would follow at future SAWG sessions.

The slide presentation commenced and discussion during the presentation included the following.

Agenda Item 3  
Questions and Comments

- Question: Suzanne Barclay (representing Thom Kleiner, Supervisor of Orangetown) asked about the results of the transportation surveys conducted.
- Response: Jay Kranz (transportation planner from Earth Tech) detailed the types of questions asked by the surveys, which were structured to explore behavior rather than opinions.
- Question: Joe Meyers (Deputy Mayor, Airmont) asked if the data reflected the recent changes to the Port Jervis Line.
- Response: J. Coyle responded that the year 2005 was adopted for existing conditions data.
- Question: Further discussion included comments from Jeff Zupan (RPA) on the sensitivity of the BPM to travel patterns and conditions.
- Response: J. Coyle explained how the model can be tweaked, for example, to account for a major new development such as the General Motors site in Sleepy Hollow.
- Question: The congestion pricing of tolls was raised.
- Response: J. Coyle noted how for analysis purposes the Tappan Zee Bridge tolls need to be in synch with the Port Authority tolls on the George Washington Bridge.
- Question: Is the Access to the Region’s Core (ARC) project being considered in the Tappan Zee Bridge traffic models?
- Response: Yes.
- Question: Vic Weinstein said that the Cross Westchester Expressway interchanges 1-4 were already congested and that widening the Tappan Zee Bridge and adding HOT lanes would aggravate traffic conditions in Westchester.
- Response: J. Coyle noted this is being examined and will be considered in comparison to projected No Build conditions in 2015 and 2035.
- Question: Further discussion on the BPM model followed. David Greenblatt (Environmental Defense) asked whether there is a land use feedback component in the BPM.
- Response: No.
- Question: Gil Mercurio (SAWG member) asked if land use was affected by transportation changes.
- Response: We are looking at this in the DEIS.

Comment: S. Barclay noted the difficulty of local planners to respond to the implications of the multiple alternatives and to change local land use policies.

Question: Eric Strober (SAWG member) asked, What is the intent of DOT in the project?

Response: J. Coyle explained the project's goals and objectives and the need to improve mobility within the corridor.

Further discussion included issues of smart growth and unwanted growth, and how the state needs to be assured of cost-effectiveness for its major capital expenditures.

Question: E. Strober also asked what type of fuel was assumed for vehicles.

Response: J. Coyle responded that reasonable decisions would be made on the most likely technology and this was important for the air quality analysis.

Question: Sy Schulman noted the haphazard growth of park-and-ride lots along I-684 and asked what we are planning.

Response: J. Coyle noted that park and ride lots are included in some of the alternatives.

Question: Further discussion of transportation models prompted J. Meyers to ask how they take into account the behavior of observant Jews in Orange and Rockland.

Response: This question was placed in the Parking Lot.

Question: Can the Paramics model take into account details like curb cuts at Airmont Road/Route 59?

Response: Yes.

In conclusion, Andrew Parker (Earth Tech) discussed the possibilities for future land use SAWG sessions, including sessions on transportation-oriented development (TOD), acquisitions and displacements, and detailed discussions of land use in specific communities over a series of sessions, perhaps two each session, with one from each county. The consensus was to have the first on transit oriented development in September, and subsequent ones focused on specific communities. The TOD session is tentatively scheduled on September 18 at the Best Western in Nyack.