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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
5:00 P.M.

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

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

RICHARD TOMER,
U.S. Army Corps of Engineers

ARNOLD BLOCH, Howard/Stein-Hudson Associates
Session Moderator

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

1 TZB DEIS Public Hearing

2 MR. BLOCH: Good afternoon, everyone.
3 Before I even introduce myself, I want to
4 apologize for the fact that we don't have
5 chairs for everyone. This has to do with
6 the fact that there is a maximum seating
7 limit in this room, and we've hit it. And
8 so we apologize for the fact that there are
9 not chairs for everyone. There are a few
10 chairs up front and if you'd like to come
11 and try to find one, please feel free to do
12 so. I just want to let you know that.

13 My name is Arnold Bloch. I'm a
14 principal of the firm of Howard/Stein-Hudson
15 Associates, and I welcome you to this public
16 hearing on behalf of the following people:

17 Joan McDonald, the Commissioner of the
18 Department of Transportation for the State
19 of New York;

20 Thomas J. Madison, Jr., the Executive
21 Director of the New York State Thruway
22 Authority;

23 Jonathan McDade, the Administrator of
24 the Federal Highway Administration's New
25 York Region; and

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2 Colonel John R. Boule II, District
3 Commander of the United States Army Corps of
4 Engineers, New York District.

5 I will be serving as the moderator and
6 hearing officer for this evening's public
7 hearing. Now, this is the first of two
8 formal public hearings for the Draft
9 Environmental Impact Statement, and you'll
10 be hearing the acronym DEIS, that has been
11 prepared for the Tappan Zee Hudson River
12 Crossing Project in Rockland and Westchester
13 Counties. It fulfills the requirements of
14 Article 2 of the New York State Eminent
15 Domain Procedure Law for Right-of-Way
16 acquisitions required for construction.

17 This hearing is also intended to gather
18 information on an application by the project
19 for a permit from the U.S. Army Corps of
20 Engineers to transport and place dredge
21 material from construction of the project at
22 the Historic Area Remediation Site pursuant
23 to Section 103 of the Marine Protection,
24 Research, and Sanctuaries Act, and the
25 hearing is being conducted in accordance

1 TZB DEIS Public Hearing
2 with Title 33 of the Code of Federal
3 Regulations, Part 327.

4 A second public hearing will be held on
5 Thursday afternoon and evening, March 1st,
6 from 4 p.m. to 9 p.m. at the Westchester
7 Marriott, which is located at 670 White
8 Plains Road in Tarrytown, and also this
9 evening at 7:00 we'll be repeating this
10 presentation and taking more oral comments.

11 These public hearings are sponsored by
12 the two State agencies that are serving as
13 the project sponsors for the Environmental
14 Impact Statement, and those are the New York
15 State Department of Transportation and the
16 New York State Thruway Authority, as well as
17 for the lead agency for the EIS, the Federal
18 Highway Administration.

19 The EIS for the Tappan Zee Hudson River
20 Crossing Project is being prepared in
21 accordance with a number of laws and
22 regulations. I've already read some of them
23 before this and I have a number of them to
24 read for you.

25 First, the National Environmental

1 TZB DEIS Public Hearing
2 Policy Act of 1969 as amended and
3 implemented by the Council on Environmental
4 Quality Regulations (40 CFR Parts 1500
5 through 1508);

6 Also by the Federal Highway
7 Administration's Environmental Impact and
8 Related Procedures (23 CFR 771);

9 Also, by the requirements of the
10 New York State Environmental Quality Review
11 Act (6 NYCRR Part 617.4 in accordance with
12 6 NYCRR Part 617.15);

13 Also, a number of other federal and
14 state regulations and requirements, among
15 them which are the Presidential Executive
16 Order 12898 on Environmental Justice;
17 Section 106 of the National Historic
18 Preservation Act; and Section 4(f) of the
19 U.S. Department of Transportation Act;

20 And then finally, by Title 33 of the
21 Code of Federal Regulations, Part 325,
22 Appendix B.

23 In accordance with the National
24 Environmental Policy Act and the Army Corps
25 of Engineers permitting regulations, the

1 TZB DEIS Public Hearing
2 U.S. Army Corps of Engineers, New York
3 District, is cooperating with the Federal
4 Highway Administration in the preparation of
5 this Environmental Impact Statement. As a
6 cooperating agency, the New York District is
7 coordinating with the Federal Highway
8 Administration so that the resulting EIS can
9 be adopted by the New York District for the
10 purposes of exercising its regulatory
11 authority.

12 These public hearings are being
13 conducted to provide an opportunity to reach
14 the public and solicit input in response to
15 the Draft Environmental Impact Statement.
16 These meetings provide the public one of
17 many opportunities to make formal statements
18 of positions before any project
19 decision-making occurs.

20 Another opportunity for public input is
21 to submit written comments. I'm going to
22 say more on that later, but let me say for
23 the first, but not the last, time tonight
24 that written comments on the Draft
25 Environmental Impact Statement will be

1 TZB DEIS Public Hearing
2 accepted through the end of Thursday,
3 March 15th, 2012.

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

14 To assist interested parties in
15 formulating their comments, the Draft
16 Environmental Impact Statement document is
17 available for public inspection during
18 normal business hours at established
19 repositories throughout the region,
20 including local libraries, town halls, and
21 other locations. A complete list of those
22 repository locations is available online, on
23 one of the display boards across the hall,
24 and on a sheet at the registration desk, so
25 you may pick that up if you like.

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2 In addition, the Draft Environmental
3 Impact Statement can be reviewed and
4 downloaded from the project website at
5 WWW.tzbsite.com and that website, also
6 you'll find that written on the comments
7 sheet.

8 The proceedings of this meeting are
9 being recorded by a stenographer right up
10 front here, and a verbatim written
11 transcript will be prepared and made
12 available for review on the project website.

13 We ask that all persons sign in at the
14 registration table. I know many of you
15 have, I hope all of you have, which is
16 located across the hall in the Adler Room,
17 so that we can make a record of all those
18 who came to this meeting.

19 After all of these various oral opening
20 remarks, you will have an opportunity to
21 provide written and/or oral comments.
22 Persons may make oral comments today in one
23 of two ways. If you want to make a comment
24 in front of all the attendees, I will call
25 you up to the microphone at the appropriate

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2 time. Or you may make your comment in
3 private at any time tonight to another court
4 reporter who's next door in the Besso Room,
5 just right in the room over here.

6 Anyone who wishes to speak either
7 privately or publicly must fill out a
8 speaker's card, one of those small
9 three-by-five cards located at the
10 registration desk across the hall.

11 You may also file written comments, or
12 speak and also file written comments. So
13 you can do written comments, or speak and
14 file written comments. There's a form we
15 have up front. If you want to use this,
16 that's fine. Or you can submit a letter or
17 any other information.

18 Written statements may be submitted in
19 any of four different ways. And this
20 information is also available on the comment
21 form, so I'm going to read it to you, but
22 there's no need for you to take notes as
23 long as you pick up one of these forms.

24 The first way is you can drop off these
25 comments with us. We have a box at the

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2 registration table;

3 Or you may send them to us by e-mail,
4 and there's an e-mail address
5 tzbsite.state.ny.us;

6 Or you can fax those to us at
7 (845) 454-7443;

8 And you can do it the old fashioned
9 way, send them by U.S. mail to the following
10 address: Michael P. Anderson, Tappan Zee
11 Hudson River Crossing Project, New York
12 State Department of Transportation,
13 4 Burnett Boulevard, Poughkeepsie, New York
14 12603.

15 And, again, all of that information is
16 on the bottom of this form, so you can use
17 that.

18 All written comments must be e-mailed
19 or faxed no later than Thursday, March 15th.
20 Or if you put them in the mail, they must be
21 postmarked no later than Thursday,
22 March 15th, 2012.

23 Written statements, this is very
24 important, will be given the same weight and
25 consideration as oral statements made at

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2 this meeting. So I'm going to let you know
3 that if you have a written statement and you
4 also want to speak tonight, you do not have
5 to read everything in it as long as you
6 submit that written statement. If you want
7 to, you can condense that. Just hand in
8 that statement and it will become part of
9 the record and we will be responding to it.

10 So that everyone who desires to speak,
11 and we do already have a number of speakers
12 signed up, may be heard and their statements
13 made part of the official record, we will
14 not be responding to your questions from the
15 floor at this meeting room. However,
16 responses will be included in the Final
17 Environmental Impact Statement. We also
18 need to confine oral comments to a length of
19 about two minutes so that everyone who has
20 signed up will have a chance to speak.

21 Staff remains available in the room
22 across the hall to answer any questions that
23 you may have on any of the issues presented,
24 but those conversations will not be part of
25 the formal record. So please keep these

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2 things in mind when you get up here to make
3 your prepared remarks.

4 Before I call on some speakers, I'd
5 like to introduce the people on the dais:

6 Michael Anderson, from the New York
7 State Department of Transportation;

8 David Capobianco, from the New York
9 State Thruway Authority;

10 And Richard Tomer, from the U.S. Army
11 Corps of Engineers.

12 I forgot something very important. I
13 really apologize for this. As this is a
14 public hearing sponsored by New York State
15 Department of Transportation, we would like
16 to first honor the flag and honor America by
17 asking you to stand, and we're going to do a
18 Pledge of Allegiance to the flag.

19 (All stand and recite the Pledge of
20 Allegiance.)

21 MR. BLOCH: Thank you very much.

22 At this time I would like to call on
23 Elizabeth Novak, representing the New York
24 State Thruway Authority, to make a few
25 comments.

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2 MS. NOVAK: Thank you, Arnie.

3 Good afternoon. Thank you all so much.

4 My name is Elizabeth Novak. I am a
5 representative and environmental specialist
6 with the New York State Thruway Authority,
7 and I'm very pleased to be here tonight on
8 behalf of the Authority and the project
9 team.

10 The purpose of tonight's meeting is to
11 garner your support and input on the very
12 important document, the Draft EIS for this
13 critical project. And we thank you for your
14 attendance.

15 This project is critical not only to
16 the region, but is also a vital
17 infrastructure link for the Northeast. The
18 Obama Administration has identified this as
19 a priority project, and Governor Cuomo's
20 office is providing their full support.

21 Given the scale, complexity,
22 importance, and fast pace of this project,
23 it is being administered in a collaborative
24 manner with the support and participation of
25 numerous agencies and consultants. In

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2 particular, the Thruway Authority would like
3 to thank the Federal Highway Administration,
4 the New York State Department of
5 Transportation, and the Metropolitan
6 Transportation Authority for their
7 partnership and collaboration in progressing
8 this important project.

9 In addition, numerous other federal and
10 state agencies are playing an invaluable
11 role in this project, including the Army
12 Corps of Engineers, who we'd like to thank
13 for being here tonight representing their
14 agency and the project. Other agencies
15 involved with the project, federal and
16 state, include the U.S. Coast Guard, the
17 New York State Department of Environmental
18 Conservation, Office of Parks, Recreation &
19 Historic Preservation, Advisory Council on
20 Historic Preservation. And there is a full
21 list of cooperating agencies in the DEIS.
22 But I'd just like to name a few.

23 While these agencies play a valuable
24 role in the process, no role surpasses that
25 of you, the public, interested parties, and

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2 elected officials in this very, very
3 important process.

4 And that brings me back to why we're
5 all here, to thank you for taking the time
6 and attending, in providing input on this
7 valuable project, in learning more about the
8 project, discussing issues with us. And all
9 of our goal is really to make this the best
10 project possible.

11 So with that, thank you. And I'll hand
12 it back to Arnie.

13 MR. BLOCH: Thank you, Elizabeth.

14 Now I'd like to call on Mike Anderson,
15 Project Director from New York State
16 Department of Transportation, to give a
17 brief presentation on the status of the
18 project.

19 MR. ANDERSON: Thank you and good
20 evening. I'd like to welcome you to
21 tonight's public hearing on the Draft
22 Environmental Impact Statement for the
23 Tappan Zee Hudson River Crossing Project.

24 The presentation tonight will hopefully
25 give you an overview of the project's goals,

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2 a review of what has been studied to date,
3 and will inform you of the process moving
4 forward.

5 Why replace the Tappan Zee Bridge? It
6 has been determined that replacement of the
7 bridge is the only reasonable alternative.
8 There are many compelling reasons behind
9 this conclusion, including, but not limited
10 to, several significant issues in the main
11 span which have to do with substandard
12 foundations which need to be replaced, a
13 significant number of structural members
14 need to be replaced or retrofitted. There
15 is a need to provide redundancy, and that is
16 not possible with this bridge. There are
17 inherent vulnerabilities in the design of
18 the bridge. And with respect to the
19 approach span, extensive work will be
20 required in the foundations, substructure,
21 and steel superstructure.

22 The ongoing deck replacement has
23 improved and will continue to enhance the
24 riding surface, but no other significant
25 deterioration concerns have been addressed

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2 to date.

3 The lack of breakdown shoulders is a
4 public health and safety risk and
5 contributes to extensive congestion on the
6 bridge.

7 The milestones which have been met so
8 far include:

9 The issuance of a Rescinded Notice of
10 Intent on October 12th, which formally
11 terminated the previous corridor project;

12 The issuance of a new Notice of Intent
13 on October 12th, 2012, which formally began
14 this current project.

15 Public scoping meetings were held on
16 October 27th and October 25th in 2011, and
17 those provided the public an opportunity, as
18 well as agencies, to comment on the range of
19 alternatives in an environmental analysis
20 framework. That comment period closed on
21 November 15th, 2011.

22 On January 19th, 2012, we issued the
23 Draft Environmental Impact Statement.

24 On January 30th, we began an
25 exploratory soil boring program, which I'll

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2 speak a little bit more about in a few
3 minutes.

4 On February 9th, we have accepted bids
5 for a pile installation demonstration
6 project to give us absolutely necessary,
7 very critical information to finish the
8 environmental impact and be prepared to move
9 forward with the design.

10 And we are conducting public hearings
11 tonight and next Thursday in Westchester.

12 One of the most important goals of the
13 project, and there are three, is to maximize
14 the public investment. Based upon that
15 goal, this project will provide the
16 infrastructure for future transit on the new
17 highway bridges. It will do so by providing
18 additional width, by increased design
19 loadings, by providing certain constant
20 grades, and by potentially spanning the
21 space between the spans at a later date to
22 provide infrastructure for future transit
23 modes.

24 As I've said, this public hearing is an
25 opportunity for you to learn more about

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2 and/or comment on the Draft Environmental
3 Impact Statement. The DEIS is a
4 comprehensive multi-volume document. It
5 follows a federally mandated process that is
6 based upon the project's purpose and need.
7 From this flows the identification of
8 alternatives and analysis of potential
9 impacts from the alternatives on the
10 environmental, social, and economic
11 condition.

12 Project scoping, which occurred in
13 October of 2011, determined that the study
14 area for the project would include the four
15 mile extent of the bridge and its immediate
16 approaches in the landing area.

17 The project limits studied in this DEIS
18 are from South Nyack in Rockland to
19 Tarrytown in Westchester, essentially from
20 the South Broadway bridge in Nyack to the
21 Broadway Bridge, Route 9, in Tarrytown.

22 In Rockland County, the bridge will tie
23 into the existing Thruway property limits.
24 The extent of the work will require
25 replacement of the South Broadway bridge

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2 which will in turn affect several adjacent
3 properties.

4 In Westchester County, the bridge will
5 tie into the existing Thruway property
6 limits. The extent of this work will retain
7 the South Broadway bridge, Route 9, as the
8 new pavement ties into the existing pavement
9 just west of Interchange 9.

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

19 The Tappan Zee Bridge, which opened in
20 1955, initially accommodated 18,000 vehicles
21 a day. Today, over 138,000 vehicles daily
22 rely on this bridge. The Tappan Zee Bridge
23 is the only limited-access truck route
24 across the Hudson between New York City and
25 Interstate 84, 45 miles to the north. It

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2 also serves commercial traffic between
3 New England and points south and west, and
4 motorists and truckers wishing to avoid
5 New York City congestion.

6 The ever-increasing traffic volume,
7 especially of commercial vehicles, continues
8 to slow traffic and contributes to the
9 structure's deterioration. Inspections and
10 analyzes have revealed other numerous
11 significant vulnerabilities. Since 2001,
12 over a half billion dollars have been spent
13 on bridge repairs, and it has been estimated
14 that it would take approximately \$1.3
15 billion in the next decade to maintain the
16 bridge's viability. It has been determined
17 that rehabilitation cannot remedy the
18 existing bridge's vulnerabilities, and
19 replacement is the only reasonable solution.
20 This project would address the bridge's
21 substandard structural, operational, safety,
22 security, and mobility deficiencies.

23 We've identified several important
24 goals that guide the project: To ensure the
25 long-term viability of this Hudson River

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2 crossing; to improve transportation
3 operations and safety on the crossing; and
4 to maximize the public investment in a new
5 Hudson River crossing.

6 There are two alternatives considered
7 in the DEIS: A No-Build alternative and a
8 Replacement bridge.

9 The No-Build alternative is a forecast
10 of future conditions, which includes all
11 known and/or funded transportation
12 improvements and major development projects.

13 The Replacement alternative is a
14 dual-span structure which allows for
15 flexibility in the design of the main span
16 and the approaches.

17 While the specific design for the
18 preferred alternative will be left to the
19 designer and builder of the bridge, there
20 are specific features that must be included.
21 These are: Four lanes in each direction;
22 emergency access lanes and shoulders in each
23 direction; a shared use bike and pedestrian
24 path; and the final design for the
25 replacement bridge shall maximize the

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2 public's investment by allowing for the
3 consideration, design, and construction of
4 transit modes in the future.

5 These bridge options have been
6 evaluated in the DEIS. The final
7 configuration, as I mentioned, will vary
8 based upon the successful bidder's proposal.

9 We looked at a long span option and a
10 short span option. Among other differences
11 between them is that the long span, by
12 virtue of its 430-foot span length, would
13 require approximately 64 piers in the river.
14 The short span, at 230 feet, would require
15 116 piers in the river. There are other
16 differences which have been identified and
17 evaluated in the DEIS. The final design
18 must meet the environmental constraints
19 which have been identified in the analysis
20 of these options, and will be laid out in
21 the Final Record of Decision.

22 Tonight we especially want to hear your
23 opinion about the look of the new bridge.
24 The character, look, and esthetic of the
25 replacement bridge must be an appropriate

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2 gateway for the Hudson Valley region. We
3 ask that you visit the display area where we
4 present two general bridge solutions,
5 cable-stayed and arch. Tonight, and during
6 the comment period, we hope that you will
7 make your preferences known so that this can
8 be taken into consideration for the final
9 design.

10 The replacement bridge profile will
11 differ from the existing bridge, which has a
12 long, flat grade followed by a steep
13 incline. This abrupt change in grade causes
14 trucks and larger vehicles to lose speed,
15 resulting in congestion and contributing to
16 a high accident rate. From 2001 to 2009,
17 more than 2700 accidents occurred, and this
18 rate is twice as high as the statewide
19 average.

20 The replacement bridge proposes a more
21 constant and manageable grade that will
22 reduce accidents and improve traffic flow.

23 In terms of identifying impacts, a wide
24 range of criteria were analyzed in the 23
25 chapters of the study to determine impacts

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2 to the physical and social environment.
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 construction.

7 Among other impacts, we've evaluated
8 the visual impacts to the existing
9 communities and considered the impact to the
10 overall esthetic of the design.

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

17 Noise impacts associated with the
18 project have been modeled and assessed.

19 An extensive analysis of the impacts to
20 the overall ecology, and in particular the
21 ecology of the river, has been done. We've
22 evaluated all aspects of the interface,
23 including wetlands, fish, fauna, mammals,
24 birds, et cetera.

25 In order to minimize community impacts

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2 from the construction process, the selected
3 bridge designer will develop and adhere to a
4 construction impact mitigation plan known as
5 the Environmental Performance Commitment.
6 To date, over 50 specific Environmental
7 Performance Commitments have been
8 identified. The public's input is sought
9 and valued in order to ensure that all
10 appropriate measures will be included in the
11 final construction documents. These EPCs
12 have been developed in detail in the DEIS,
13 and we ask that you take the opportunity to
14 improve and expand these with your input.

15 Some examples of Environmental
16 Performance Commitments have been developed
17 for transportation issues, community
18 character issues, land acquisition
19 displacements and relocations.

20 With respect to noise, the use of
21 shrouds or other attenuating curtains for
22 pile drivers, compressors, and generators
23 will be required. Electric powered
24 equipment should be utilized instead of
25 diesel whenever possible. Construction

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2 staging areas must have appropriate noise
3 attenuation materials installed, and so on.

4 In terms of air quality, contractors
5 must make use of clean fuels, and the best
6 available technologies will be used. All
7 construction equipment must meet latest
8 emission standards or higher. Tug boats
9 will have limited combined emission rates.

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

15 In terms of topography, an erosion and
16 sediment control plan must be developed and
17 followed.

18 Working in the river will involve an
19 extensive array of measures to minimize
20 impacts to the ecology during pile driving
21 installation, and hazardous material
22 sampling has been done and will continue
23 through the project in the event that
24 hazardous materials are encountered.

25 Pile installation demonstration

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2 project, which I mentioned earlier: The
3 installation of piles is a critical part of
4 this design and construction. There are
5 several different types and poor types of
6 geotechnical materials that the new bridge
7 piles must be driven through and founded in
8 in order to support the new bridge.
9 Currently, a soil boring sampling and
10 testing program is under way to better
11 define conditions deep in the soil beneath
12 the river.

13 The Pile Installation Demonstration
14 Project, the PIDP, will collect information
15 about the installation of different sized
16 piles at different locations. The
17 environmental effects of those installations
18 will be monitored. This information will be
19 provided to the bidders as they develop
20 their design and develop their bid packages,
21 and seek to mitigate the environmental
22 effects of pile installation during
23 construction.

24 We took bids on February 9th, hope to
25 award the project by the end of the week,

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2 and all work will be completed by July 2012.

3 Section 4(f) is the applicable federal
4 regulation regarding the evaluation of
5 publicly owned parks, recreational areas,
6 wildlife refuges, or public or private
7 historic sites of national significance.
8 The requisite Section 4(f) analysis has been
9 completed and is included in the DEIS.

10 Looking ahead, we look forward to
11 receiving your comments tonight and over the
12 next two weeks. Please review the DEIS at
13 our website or at several locations
14 throughout the region. The list is
15 available outside.

16 Based on the comments received and
17 subsequent findings of the DEIS, a Final
18 Environmental Impact Statement will be
19 prepared and issued in July 2012. We will
20 then expect a Record of Decision from the
21 Federal Highway Administration later this
22 summer. We believe August.

23 And at this point, I would like to
24 thank you again for your time, interest, and
25 continued participation in this very

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2 important project.

3 And I would also ask that they turn the
4 air conditioner on. Thank you.

5 MR. BLOCH: Before we turn to you, I
6 just wanted to ask Mr. Richard Tomer from
7 the U.S. Army Corps of Engineers to make a
8 few brief remarks.

9 MR. TOMER: Thank you. And I do
10 promise to be brief.

11 Good evening. I am Richard Tomer. I'm
12 Chief of the Regulatory Branch for the
13 New York District U.S. Army Corps of
14 Engineers. I will be the presiding officer
15 on behalf of the Corps of Engineers at
16 today's public hearing.

17 The Corps of Engineers is here today to
18 obtain information and evidence and ensure
19 coverage of Corps of Engineers' concerns to
20 assist in the regulatory review of a
21 permanent application by the New York State
22 Thruway Authority for the transportation of
23 approximately 1.5 million cubic yards of
24 dredge material associated with the
25 construction of the replacement of the

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2 existing Tappan Zee Bridge for the purpose
3 of placement of this dredge material at the
4 Historic Area Remediation site in the
5 Atlantic Ocean for the purpose of
6 remediation.

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

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

17 Finally, the New York District will
18 issue another Public Notice upon receipt of
19 all required dredge material test results
20 and analysis. That future Public Notice
21 will include Historic Area Remediation site
22 test data and a determination as to whether
23 the dredge material is suitable for
24 placement as remediation at that site.

25 That future Public Notice will be

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2 posted on the New York District Corps of
3 Engineers' website. And that website
4 address is www.nan, that's n, as in Nancy,
5 an.usace.army.mil, M-I-L. We will send out
6 an e-mail announcement when the future
7 Public Notice is available for review on our
8 website.

9 If you are not currently on our Public
10 Notice e-mail distribution list and you
11 would like to receive that e-mail
12 announcement for the future Public Notice,
13 you can provide your e-mail address to one
14 of the staff members at the registration
15 table that is across the hall. Thank you.

16 MR. BLOCH: Thank you. So now we're
17 ready to hear from you, those who want to
18 make oral statements. I just want to remind
19 you that anyone who wishes to speak at this
20 part of the meeting must first have filled
21 out a speaker's card.

22 I already have a list of people who
23 have signed up, but you can still do that
24 across the hall.

25 In accordance with our policy, elected

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2 and appointed officials will be given the
3 first opportunity to speak. Others will
4 then be called to make their statement in
5 the order of which they were registered.

6 As I mentioned, also, in order to allow
7 as many people as possible to be heard, we
8 will not be responding to comments or
9 questions, and we ask that you try to
10 confine your comments to two minutes. I
11 will let you know when we're coming close to
12 the end of those two minutes so that you can
13 try to wrap up your comments.

14 If your comments are in writing, you
15 can simply hand them to anyone on the
16 project team or put them in the tray in the
17 other hall across the way. If you've
18 actually already submitted comments before
19 today in written form, you do not have to
20 resubmit them. They are already part of the
21 record and will be responded to.

22 Again, just to remind you, written
23 comments will be accepted by the Department
24 until Thursday, March 15th. And, again, on
25 the comment form and at that website you can

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2 find out how to submit those comments.

3 So I'm going to call each person
4 forward by name at the appropriate time.
5 And I'll be asking you to speak at the
6 microphone in front here by the court
7 reporter. I only ask that you be careful of
8 the cord in front here. That's the one
9 place where we don't have it taped down.

10 The key, my goal for tonight, is to
11 make sure that everyone who wants to speak
12 has a chance to do so.

13 So I'm going to call the first speaker,
14 and that is County Executive Scott
15 Vanderhoef from Rockland County.

16 MR. VANDERHOEF: Thank you very much.
17 I'm Rockland County Executive Scott
18 Vanderhoef. Thank you for the opportunity
19 to address this hearing.

20 First of all, I want to thank
21 Commissioner Joan McDonald for her
22 courtesies, having visited with us a number
23 of times with respect to this project.
24 Having shared our concerns with her, she's
25 been open and we greatly appreciate her

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2 presence at those meetings and her outreach
3 to Rockland County.

4 That being said, I think it's important
5 to note that Rockland County has a healthy
6 distrust of bridges from time to time.

7 During the 1950s when this bridge was
8 built, there was very little public
9 consultation, there was a lot of damage done
10 to Rockland County's homes, running straight
11 through Rockland County the full 12 miles.
12 Rockland County has, of course, changed
13 dramatically because of that bridge and we
14 are obviously, therefore, very interested in
15 this particular bridge.

16 That being said, the fact is that the
17 bridge is not just a crossing on a river.
18 The bridge represents all 12 miles of
19 Rockland County's landscape. It represents
20 the question of sustainable development, it
21 represents environmental issues, it
22 represents a whole host of things. So it's
23 not merely a crossing on a river.

24 And, indeed, the 10 years that its
25 taken us to get this far, much of the

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2 discussion has been on the question of the
3 corridor and how we might get a rail across
4 that bridge and get mass transportation
5 across it.

6 The fact of the matter is that we need
7 to discuss this bridge not just in terms of
8 jobs, which are clearly a credible,
9 important issue that the Governor has
10 outlined, and we support it, but it also
11 needs to be looked at in terms of the
12 broader issue of what it means to Rockland
13 County, Westchester County, and our region.

14 And that means that you simply can't,
15 in fact, at the last minute, at the last
16 moment, think of some sort of mass
17 transportation issue. Transit has to be
18 part of the consideration of this bridge.
19 It cannot be an afterthought.

20 The fact is, for those of us who are
21 troubled by the pace at which we have gone
22 through with this, we are delighted that the
23 Governor is moving forward with this kind of
24 urgency. The question of transit, though,
25 is critical. And while I happen to propose

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2 or I support, rather, a commuter rail
3 ultimately and a rail that will get us to
4 Stewart Airport from Palisades Center Mall
5 or other places, the fact is that bus rapid
6 transit is less expensive, should be
7 considered in the design of this bridge, and
8 should be part, certainly, of a
9 construction, we hope, either during or
10 shortly thereafter the construction of the
11 new bridge.

12 Finally, if that can't be afforded, if
13 it can't be done simultaneously, which we
14 would prefer, then how about this: We
15 currently run a Tappan Zee Express across
16 the bridge from various locations in
17 Rockland County. We saw an 82 percent
18 increase in ridership between 2000 and 2011
19 in the Tappan Zee Express ridership. The
20 commuter lots are full.

21 How about allowing those buses in the
22 process of this new bridge to run on a
23 dedicated lane, one of the lanes that are
24 being considered for the bridge, to run from
25 here or places in Rockland County across the

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2 bridge without being congested to get to
3 Tarrytown station or perhaps to White Plains
4 as a start to a kind of mass transit
5 solution? At least it would get people
6 across the bridge, get them out of
7 congestion. And if we're going to think
8 that way, and I think we should, and I
9 proposed this to the Commissioner of DOT,
10 that we look at that seriously as we go
11 ahead, if we're going to look at that in the
12 design issues with respect to Tarrytown,
13 access off the Tappan Zee Bridge into the
14 Tarrytown area to the Tarrytown train
15 station become critical in the design phase
16 of this bridge. If we can create some sort
17 of way to create a transit, even a temporary
18 measure of transit to move more people and
19 get cars off the bridge, we ought to do it
20 now.

21 In the long-term, we need mass
22 transportation and I hope just "not
23 preclude" means we are actively and lively
24 talking about the future of this Tappan Zee
25 Bridge bus rapid transit and commuter rail.

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2 And I thank you very much for your
3 time.

4 MR. BLOCH: Thank you. I would like to
5 call the next speaker, Harriett Cornell, the
6 Chairwoman of the Rockland County
7 Legislature.

8 MS. CORNELL: Good evening. I'll be
9 submitting detailed written comments on the
10 various impacts, but tonight I have a few
11 salient but brief points to make.

12 I wanted to call attention to the fact
13 that since 1998 when the bridge was first
14 announced by Governor Pataki, there have
15 been four governors and one acting governor,
16 all with different priorities. This
17 governor I give great credit for finding a
18 way to accelerate the project, but I don't
19 believe this is meant to preclude dialogue
20 and thoughtful consideration of local and
21 regional concerns of what is essentially a
22 new project.

23 Over the long period of study since
24 2005, public fears and concerns have, to a
25 great extent, been mitigated by the care

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2 taken by the State team to listen to the
3 public and make changes where prudent and to
4 explain why not when necessary.
5 Consequently, I have a series of
6 suggestions.

7 Ten years ago, I was skeptical of the
8 need for a new bridge and I'm now convinced
9 that a river crossing that addresses and
10 corrects the substandard features of the
11 existing bridge is essential for the future
12 economic well-being of the Lower Hudson
13 Valley.

14 However, that doesn't mean that we
15 shouldn't take the extra time to answer the
16 myriad of questions surrounding the
17 financing, construction, visual, and
18 environmental impacts before proceeding with
19 the project. So I urge an extension of time
20 for public comment.

21 As the symbol of the Lower Hudson
22 Valley, there is no reason this bridge
23 shouldn't be the most beautiful structure in
24 the New York Metropolitan Region. And,
25 unfortunately, and I thank Mr. Anderson for

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2 talking about the esthetics, but
3 unfortunately, what comes across in the DEIS
4 is a very utilitarian approach to bridge
5 design.

6 Among the stated goals of this project,
7 there is no mention of building a bridge
8 that is worthy of the majestic Hudson and
9 the Lower Hudson Valley, nor does it
10 indicate esthetic goals. This is best
11 exemplified in the description of the
12 lighting for the proposed bridge, which I
13 won't read, except to say, think of the
14 magical lighting on the towers of the George
15 Washington Bridge at night. We want a
16 bridge for 150 years that is a beautiful
17 bridge. Deserves it.

18 Because of the bridge's visual
19 significance and its proposed design life of
20 150 years, the public rightfully wants and
21 should have a chance to review its
22 appearance and voice their opinions. But
23 the ability to conduct this review has been
24 hampered by several factors.

25 First, there are the two engineering

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2 designs we saw before. They're not designs,
3 they're engineering options that the public
4 must understand the implications of the
5 short span and the long span with dramatic
6 and different visual impacts.

7 The emphasis in the DEIS is on the
8 design of the span, the structure over the
9 navigable channel, and whether it's
10 cable-stayed or an arch structure. But the
11 causeway leading to the span is probably
12 more visually prominent to residents and
13 motorists than the actual center span. The
14 causeway design is presented as though there
15 is only one engineering solution, and it's
16 very challenging to visualize the impacts of
17 a proposed structure that is significantly
18 higher than the current bridge and, in the
19 case of the long span, has a deeper or
20 thicker cross section.

21 Secondly, the designs presented in the
22 DEIS are considered preliminary. And the
23 DEIS actually indicates that the
24 design-build firm may select an entirely
25 different design than that included in the

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2 DEIS. So, again, it's difficult for the
3 public to comment when those designs are
4 going to undergo substantial changes. But I
5 think it is important to comment on your
6 ideas.

7 Thirdly, the public has limited tools
8 to understand a project of this complexity.
9 The drawings are problematic to interpret if
10 you're a lay person. If the lead agencies
11 are serious about obtaining genuine,
12 thoughtful input from residents and
13 commuters, then people need to understand
14 what it is they're being asked to comment
15 on. And I think that the best and most
16 efficient way to fully comprehend the
17 impacts is to see a model of the proposed
18 structure, at least where it meets land. A
19 model could actually hasten the review
20 process and dispel misunderstanding.

21 Supplementing the model should be
22 computer-generated renderings that can be
23 made to illustrate just about any
24 perspective conceivable.

25 The RFP for selection of the

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2 design-build firms will include esthetic
3 guidelines, but it's unclear whether it will
4 include a citizen's design review committee.
5 And it must. Such a public review process
6 led to a far superior solution for the
7 Bunker Hill Memorial Bridge designed in
8 Boston rather than the original Scheme Z
9 design.

10 Committing to such a review process
11 will assuage people's concerns that the lead
12 agencies are downplaying or even ignoring
13 the importance of the design issues.
14 Consultation and public review are essential
15 and worth the effort 1,000 times over.

16 While the need for the Hudson River
17 Crossing Project is understood, the lead
18 agency would do a disservice to themselves
19 and to government in general if they don't
20 recognize the public concern over the lack
21 of public transit. The proposed three
22 and-a-half to five plus year construction
23 period is going to bring major impacts of
24 noise, dirt, vibration, detours, road
25 closures, and lengthened commutes to the

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2 communities adjacent to the bridge. In
3 order to restore public trust in this
4 project, the rehabilitation should begin by
5 announcing a timetable for recommencing the
6 planning process for mass transit and the
7 corridor improvements. The agency
8 responsible for shepherding this project
9 should be identified and the Thruway
10 Authority, the DOT, and its partner agencies
11 must publicly commit to seek funding for
12 construction of mass transit in the future.

13 And, finally, the public needs to know
14 the facts about financing the bridge, the
15 transit, and the road improvements, which I
16 have said for eight years.

17 Thank you.

18 MR. BLOCH: Thank you very much.

19 Our next speaker is Ellen Jaffee,
20 Assemblywoman Ellen Jaffee.

21 MS. JAFFEE: Thank you very much. It's
22 a good evening for us to be able to have
23 this dialogue regarding the Tappan Zee
24 Bridge project. We have spent over 10 years
25 in the wilderness trying to find the right

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2 path for this project, and the Governor
3 finally has given us the direction we lacked
4 to move forward, and we must do so with full
5 coordination between the State and the
6 localities that will be most impacted by
7 this project.

8 The concerns of our riverfront
9 communities must be heard, and I am
10 heartened by the representatives of the DOT.
11 Commissioner McDonald, she has been so
12 receptive, as has her staff, to solicit and
13 respond to the very concerns that we have
14 been bringing to her.

15 Just recently, the other evening, at a
16 meeting in South Nyack with the Thruway
17 Authority and the South Nyack officials and
18 community, I'm so pleased, Michael Anderson,
19 you and the engineers were so receptive to
20 the concerns that were being raised, and
21 your willingness to be responsive and to
22 consider some of their suggestions and their
23 thoughts about the South Broadway Bridge.
24 And so I want to thank you for that
25 receptiveness.

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2 Well, that said, I want to be clear
3 from the outset that the bridge is not just
4 crossing any river. We know that. It is
5 our treasured Hudson River. And for this
6 project to succeed, and I believe it can, we
7 must develop trust that our State
8 understands our connection to what we think
9 of as "Our River" because it is the very
10 reason why so many of us gathered here came
11 to live in Rockland County.

12 So we have to assure that our Hudson
13 River is protected, that every possible
14 environmental review is put in place to
15 assure that our river, the Hudson River and
16 the environment is protected.

17 With regard to our riverfront
18 communities, I will briefly outline some of
19 my concerns, which some I've already shared
20 with Commissioner McDonald.

21 First of all, restoration of South
22 Nyack's economic center. When the original
23 bridge was constructed in 1952, nearly all
24 of South Nyack's economic infrastructure was
25 destroyed. Our hope is that the State will

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2 work with the Village to set up at least a
3 footprint for potential future development.
4 The State could modify its plans as not to
5 preclude such a project in the future. All
6 parties must be at the table to explore
7 realistic possibilities regarding financial
8 opportunities.

9 Two, the impact on existing businesses.
10 Business owners and community leaders in the
11 Villages of South Nyack and in Nyack must be
12 assured that the construction phase will not
13 obliterate the flow of consumers necessary
14 to keep these businesses vital. Again, we
15 need an all-hands-on-deck approach to ensure
16 that our local economies do not regress
17 during the construction phase. Financial
18 assistance is certainly important to this
19 process.

20 Three, a vehicle pound to proposed
21 Thruway buildings abutting South Nyack.
22 Having borne the burden of the construction
23 for the first Tappan Zee Bridge, South Nyack
24 is rightfully up in arms over the unsightly
25 vehicle pound that exists on the Thruway and

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2 the proposed police barracks.

3 At present, the vehicle pound is an
4 eyesore providing an inauspicious welcome to
5 Rockland County, to say the least. I stand
6 with the Village in opposition to the new
7 construction of Thruway buildings. The land
8 should be used for the Village to regain
9 economic stability. South Nyack has
10 sacrificed enough during the Tappan Zee 1.

11 We must assure that there is -- you
12 know, in the taking of homes, as it is done,
13 there must be complete sensitivity to the
14 local homeowners and the community. And I
15 am going to request a walk-through with some
16 of those on the Thruway Authority with local
17 members of the community and elected
18 officials to assure that their voices are
19 heard, community members, homeowners, their
20 voices are heard during this process,
21 especially during the beginning process of
22 the staging area.

23 And I mentioned that the other evening
24 and I will continue to ask for that
25 walk-through.

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2 Also, the communication and the
3 meetings must continue during the
4 construction phase and respond to all the
5 environmental issues, quality of life
6 concerns, the noise concerns, the air
7 quality concerns that many of the residents
8 are now bringing to me and suggesting they
9 are worried about.

10 So what we have to do is open up
11 community event, bringing the authorities to
12 these meetings to respond to the concerns
13 and assure the community that they hear that
14 they're very worried about air quality,
15 they're very worried about noise and
16 vibration. And they need to understand
17 exactly what is going to be taking place as
18 they move forward.

19 I have other concerns that I will not
20 list at this time.

21 In the spirit of trust and cooperation,
22 I would like to see the designation of an
23 ombudsman who will be available to the
24 public on both sides of the bridge so that
25 constituents and their other concerns can be

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2 addressed in a timely manner. I think that
3 would be very, very helpful to the
4 community.

5 Finally, as we move forward, there will
6 be many challenges that we will face.
7 Working together, we can assist the river
8 villages emerge stronger, not weaker, from
9 the process. And economic strength is vital
10 to the commercial health of the entire
11 region.

12 And clearly, as we move forward, we
13 also must assure that there is a plan in
14 place after we move forward with this bridge
15 for bus rapid transit for our communities
16 and for the corridor.

17 Thank you very much.

18 MR. BLOCH: Thank you very much.

19 I'd like to call next State Senator
20 David Carlucci.

21 SEN. CARLUCCI: I'll be brief to move
22 it along.

23 I just want to thank everyone that is
24 here tonight and everyone that's
25 participated in this very important process.

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2 The Tappan Zee Bridge is the cornerstone of
3 the Hudson Valley. It is an important
4 gateway for commerce, trade, and commuter
5 purposes that we have come to rely on for
6 generations.

7 I would like to thank the Governor for
8 talking on this important project. Fast
9 tracking the replacement of the Tappan Zee
10 Bridge after years of planning will provide
11 our area with much needed jobs and bring
12 economic growth for our region and beyond.

13 Many of us here today know that a new
14 bridge is desperately needed and we welcome
15 the inclusion of an immediate dedicated
16 express lane. At the same time, we know
17 that it is essential to ensure that the
18 transportation needs of our area are met
19 well into the 21st century. To do that, we
20 must advocate for the inclusion of a future
21 mass transit component in the final design.

22 I remain confident, with the continued
23 hard work and advocacy of those gathered
24 here today, the leadership of our Governor,
25 and the determination of the people in

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2 New York, we can build a bridge to the 22nd
3 Century that generations will use and enjoy.
4 Thank you.

5 MR. BLOCH: Thank you very much. I'm
6 going to call the next two.

7 So the first one is Joe O'Brien, the
8 District Representative from Congressman
9 Eliot Engel's office, to be followed by
10 Councilwoman Milagros Lecuona.

11 So is Mr. O'Brien here? No?

12 Then the Councilwoman. And after her
13 will come Maria Lorenzini, Trustee from the
14 Village of Nyack.

15 MS. LECUONA: I thank you. I also
16 would like to thank the Cuomo administration
17 for having pushed this project ahead.

18 But I also have a concern about the
19 mode of transit. I am trained as an
20 architect and an urban planner. And when we
21 do urban planning, we plan for the future.
22 And making this project with no transit mode
23 is planning for yesterday, not even planning
24 for today.

25 So we need the transit mode now as a

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2 component of this project, and there are
3 many reasons why, but one of the reasons I'm
4 going to tell you is that you're going to be
5 going through some major construction phases
6 here that is going to impact especially
7 Tarrytown and Nyack. And what's going to
8 happen is, if the bridge opens in 2017, then
9 the transit mode is coming back when? So
10 does that mean that they're going to be
11 doing the mobilizing of the whole area
12 through 2017 and then bringing the
13 contractors back in again?

14 So we are looking right now into a
15 design-build, which is a very smart way to
16 go. I really am happy to see that in those
17 areas we are going to be being more
18 effective with money and timing. But on the
19 other hand, it's also kind of interesting to
20 see that the mobilization of the contractors
21 is not being seen as something that can be
22 also saved by doing it at the same time.

23 I am wearing another hat here today.
24 I'm also the cochair of the Tappan Bridge
25 Park Alliance.

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2 And although the DEIS that was
3 presented here today was released in the
4 middle of January, last week Governor Cuomo
5 came with a statement in the newspaper that
6 he is supporting, at least at this point he
7 thinks it's an exciting idea to look into
8 the existing Tappan Zee Bridge as a greenway
9 when the new bridge is built.

10 Now we are hearing that the demolition
11 of the bridge will cost 150 million. For
12 me, that's really a very conservative number
13 because they are not saying how the bridge
14 is going to be demolished, they are not
15 saying how the PCB is going to be removed
16 from under the bridge.

17 So with that said, it means that we are
18 going to have many millions, more than 150
19 millions that we can dedicate to the
20 maintenance of this new proposal of turning
21 the Tappan Zee Bridge into a park.

22 And I'm going to give you just a couple
23 of things for you to think about. We can
24 have 33 acres of parkland instead of tons of
25 debris that I don't know what was said here

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2 tonight was going to happen with those tons
3 of debris.

4 We can adapt the use of the bridge to
5 an international destination, instead of
6 destroying 56 years of important history for
7 the region. It is a unique, beautiful
8 three-mile bridge. It is really unique. So
9 why destroy it? Add jobs and economic
10 profit to the region instead of throwing
11 away what will be \$1.5 billion by the end of
12 2017, in addition to the 150 plus more
13 millions in the demolition.

14 We could preserve 56 years of marine
15 habitat instead of disturbing the PCB in the
16 bottom of the bridge.

17 For those of you that have a concern on
18 the footprint on the new bridge and the
19 existing bridge, keep in mind, the new
20 bridge is being designed much higher than
21 the existing Tappan Zee Bridge. So the
22 footprint could be the same one, but the
23 connection to the two bridges will happen at
24 different heights. A bridge is not a
25 monolithic structure. The piers are going

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2 to be allowing for -- it's like one bridge
3 goes here and the other one goes down there.

4 We have a website,
5 www.tappanbridgepark.com. And since this is
6 an issue that has been appearing frequently
7 we are going to be putting our rendition
8 showing you how this can be done. And I
9 hope that you support our idea.

10 And let's go for the mass transit.

11 Thank you.

12 MR. BLOCH: Before Marie Lorenzini, Joe
13 O'Brien is here from Congressman Eliot
14 Engel's office.

15 MR. O'BRIEN: Thank you very much.
16 Thank you for the opportunity to address the
17 Draft Environmental Review for replacing the
18 Tappan Zee Bridge.

19 Safety must be our number one priority,
20 and therefore the rehabilitation of the
21 existing bridge is not a realistic option
22 and we must proceed with its replacement.
23 As you know, the Tappan Zee Bridge is the
24 only heavy traffic bridge between the George
25 Washington and the Newburgh-Beacon bridges.

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2 The Tappan Zee Bridge is more than that as
3 it is a vital link between upstate and
4 downstate economies. It also serves
5 New England in a very large way.

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

23 That being said, this project moving
24 forward is necessary for our region and our
25 country. A new bridge will be a boon to the

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2 local, state, and regional economies. The
3 project is expected to produce 2800 direct
4 construction jobs and 2150 induced jobs in
5 the region with a combined economic impact
6 of almost \$400 millions. I was also pleased
7 to learn the plans will include a
8 biking/pedestrian path which is a marvelous
9 benefit for the local areas.

10 A mass transit component of this build
11 must be closely examined. This is an
12 opportunity to remake our region's
13 transportation system, and we must look at
14 every possible element. In doing so, we
15 must strive to keep costs and the build time
16 as low as possible.

17 Mass transit can be a great benefit to
18 Rockland County and the region as a whole.

19 As the project moves forward, I look
20 forward to more of these public events so we
21 can all understand the impact the new Tappan
22 Zee Bridge project will have on our region.
23 I look forward to continuing to work with
24 all involved on making sure the bridge is
25 built efficiently and with as minimal impact

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2 on its neighbors as possible.

3 Though, that is just one opinion. As
4 the Congressman who represents both sides of
5 the bridge, I look forward to hearing from
6 the people who will be directly impacted by
7 this project. They deserve to have their
8 voices heard, and I look forward to
9 continuing this public dialogue as the
10 bridge replacement moves forward.

11 Thank you very much. The Congressman
12 did want to be here tonight, but Congress is
13 in session and that's what he has to do.

14 Thank you again.

15 MR. BLOCH: Thank you. Our next two
16 speakers will be Marie Lorenzini, Trustee
17 from the Village of Nyack, to be followed by
18 Tish DuBow, the Mayor of the village of
19 South Nyack.

20 MS. LORENZINI: I'm not going to be
21 addressing the bridge or any of the
22 discussion concerning the bridge.

23 I've been a member of the I-287
24 Tappan Zee Bridge corridor project from day
25 one. I've attended the meetings. We've

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2 gone through the drawings. And I understand
3 the components and the partners and the
4 collaboratives on this are the
5 transportation groups as well as people
6 discussing safety issues.

7 We have pinpointed several safety
8 issues in the corridor. Those are not being
9 addressed. You've got an exit off of the
10 Palisades Parkway at 9 that as you're coming
11 on to exit onto the Thruway, you've also got
12 people coming on to Palisades going south.
13 If I'm not mistaken, DOT has indicated
14 that's one of the highest accident areas
15 along the Thruway. That's not being
16 addressed.

17 You've got the incline on Route 59 in
18 Nyack that was mentioned earlier that slows
19 traffic to get onto the bridge in the Nyack
20 exit. That's not being addressed.

21 You've got other issues that are safety
22 issues that by just putting a bridge is not
23 addressing them. If the bridge is going to
24 go in, I think safety in the corridor needs
25 to be addressed. It's not just a bridge,

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2 it's what happens to those who are in the
3 corridor or who use the bridge. And that is
4 a very important situation. Thank you.

5 MR. BLOCH: Thank you very much.

6 Tish DuBow from the Village of South
7 Nyack, to be followed by Andy Stewart, the
8 Supervisor of the Town of Orangetown.

9 MS. DuBOW: First of all, I'd like to
10 thank our neighboring villages for their
11 support, for their concern over the problems
12 that are going to be facing us as well as
13 them, and their concern for the people of
14 our Village.

15 As you probably already know, houses
16 are being taken from South Nyack, not from
17 anywhere else. Welcome to 1952 all over
18 again. Once again, the State plans to
19 bulldoze part of South Nyack.

20 The original Tappan Zee Bridge project
21 had a devastating effect on our Village,
22 cutting it in two. There's the lower half
23 and the upper half, some people don't know
24 that they belong to each other, and in
25 between is the Thruway corridor.

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2 The State now claims that the impacts
3 to South Nyack of replacing the bridge
4 are -- guess? Insignificant. That's the
5 term, I believe that's the proper term we
6 see.

7 This is ridiculous. In 1952, New York
8 State itself destroyed over 100 South Nyack
9 homes and our entire business district in
10 order to build the Tappan Zee Bridge. And
11 you see it now down in the area in the
12 circle for Exit 10. It's a mess. Take a
13 look at it the next time you go by or when
14 you're walking over.

15 Now, 60 years later, they plan to take
16 more homes away from South Nyack. And this
17 reduces South Nyack's population, but in
18 particular the tax base. That means
19 everyone else's taxes in the Village of
20 South Nyack will rise. This is a sacrifice
21 for which South Nyacks gets not much in
22 return. It's unconscionable to expect South
23 Nyack to bear the burdens of this project,
24 especially when the replacement bridge will
25 do absolutely nothing to alleviate traffic

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2 congestion, noise, or air pollution.

3 And with the elimination of mass
4 transit, it also does nothing to address the
5 original goal to improve mobility.

6 After 10 years of talks, it's now
7 apparent that the public input has been met
8 with lip service. The State is studying
9 only two bridge alternatives and both affect
10 South Nyack identically. There has been no
11 serious discussion with South Nyack of
12 alternatives to support the community needs.

13 We in the river villages deserve
14 better. And, again, I thank the river
15 villages that are part of the support group
16 and I welcome your comments.

17 South Nyack has promoted a practical
18 plan to reconnect our Village and bring
19 jobs, economic sustainability to the river
20 villages again. This region needs the
21 connection between the two parts of South
22 Nyack. Smart planning would integrate the
23 new bridge with our local development
24 project. This is consistent with the
25 New York State Smart Growth Public

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2 Infrastructure Act, which requires projects
3 to, quote, promote sustainability by
4 strengthening existing communities. It is
5 also consistent with the bridge project's
6 own stated goal to maximize the public
7 investment.

8 Our Village officials are preparing a
9 written response to the DEIS which will be
10 submitted shortly. The Village of South
11 Nyack is absolutely committed to seize this
12 opportunity to bring lasting benefits, jobs,
13 and sustainability to the river villages'
14 region. We deserve no less. Thank you.

15 MR. BLOCH: Mr. Stewart? And after
16 Mr. Stewart will be Nancy Low-Hogan,
17 Rockland County Legislator.

18 MR. STEWART: Good evening. Andy
19 Stewart, Supervisor of the Town of
20 Orangetown here tonight with our Highway
21 Superintendent, Jim Dean, along with many
22 concerned residents.

23 And certainly the insight of the
24 speakers who have come before me are
25 impressive. And I know the room is full of

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2 people with good ideas and real concern for
3 our community.

4 I just want to start by voicing what I
5 think is a feeling many people have, which
6 is a feeling of gratitude that our bridge is
7 the focus of the safety improvements that
8 can be brought and the jobs and economic
9 development that comes with that work will
10 accrue to our locality.

11 I just want to put it -- everybody has
12 got their laundry list of things they wish
13 could be done differently or included, and
14 it can go on and on. But I have just one or
15 two things.

16 Number one, which was mentioned before,
17 Exit 10 is enormous and loopy as you come
18 back around onto 9W and South Franklin in
19 Nyack. My understanding is that that was
20 designed oversized because of another
21 highway that was supposed to connect and
22 never happened. And, again, I just want to
23 reiterate the voice of my neighbors and
24 others, give that land back. Let's use it
25 for economic development. Use it for

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2 business, use it for parks, use for places
3 to live, use it for something a little more
4 attractive than parking trucks and the kind
5 of stuff that happens there now.

6 Number two, tolls. The toll to the
7 George Washington Bridge is about \$12. The
8 Tappan Zee it's about 5. I'd like to know
9 now, if possible, how high that toll is
10 going to go and can we somehow lock it in,
11 you know, sort of like your rate on your
12 mortgage, which is what it will add up to if
13 you have to go back and forth a lot. I'm
14 worried about where that toll is going to be
15 and what the impact on all of us is going to
16 be. So I'd like to see some commitment or
17 promise, however preliminary, related to the
18 price on the bridge as far as the toll goes.

19 And another thing which is sort of a
20 minor thing, but every time I go across the
21 bridge I notice it. When you go across the
22 George Washington Bridge, you can see
23 through the railings, all the safety stuff
24 to keep people from falling off the bridge.
25 You can see the City, you can see the water,

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2 you can see the boats.

3 When you go across the Tappan Zee
4 Bridge, there's a concrete -- there's a
5 barrier there, I don't know what it's made
6 out of, which if I'm driving, you know, my
7 small car, it blocks the view. If you're in
8 a truck, you can see over it. I feel like
9 just as a minor request in terms of design,
10 can we make --

11 A VOICE: Watch the road. Watch the
12 road.

13 MR. STEWART: Bearing in mind that I'm
14 watching the road the whole time, I like to
15 see if there's some boats down there. And I
16 think that we can design this bridge in a
17 way that doesn't, you know, minimize that
18 small pleasure that many of us feel when you
19 come over and you're looking out at the
20 grand Hudson River.

21 Thank you very much.

22 MR. BLOCH: We appreciate humor, but we
23 please ask that you give deference to the
24 speakers and allow them a chance to speak.

25 So Miss Hogan, to be followed by Mayor

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2 Jen White from the Village of Nyack.

3 MS. LOW-HOGAN: Thank you very much. I
4 am a Rockland County Legislator and I
5 represent District 17.

6 District 17 includes the villages of
7 South Nyack, Grandview, Piermont, the
8 Hamlets of Palisades, Sparkill, Blauvelt,
9 and Tappan, plus a small portion of West
10 Nyack and Clarkstown. This district is
11 arguably the area that is the most directly
12 impacted by the new bridge construction.
13 South Nyack, in particular, is literally
14 where the rubber meets the road, where the
15 combined direct impacts of new road
16 construction, noise, land taking, and
17 staging areas will be the most dramatically
18 felt and experienced personally every day
19 for five or more years by the residents who
20 live there.

21 My very specific request to the DOT and
22 others is that you implement very specific
23 measures to mitigate these direct impacts,
24 and that you make a pledge to South Nyack,
25 in particular, to restore our Village to a

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2 state that is better than it is today, that
3 you use your influence with the Governor's
4 office, DOT planners, and others to support
5 the ideas and plans being presented now by
6 Village officials, by Assemblywoman Ellen
7 Jaffee, and others.

8 We also request that you do the
9 following: Prevent on/off ramp design
10 flaws, mitigate South Broadway Bridge
11 replacement inconvenience, consider the
12 economic development potential of South
13 Nyack, and enhance the appearance of the
14 areas directly adjacent to the Thruway and
15 the on/off ramps.

16 I know that I speak for all of the
17 river villages, the Rockland County
18 Legislature, our Assemblywoman, and our
19 State Senator when I say to you, we will do
20 whatever we have to do to work with you.
21 Our hope and our expectation is that you
22 will leave South Nyack and the river
23 villages in a better state than they are
24 today.

25 Thank you very much.

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2 MR. BLOCH: Thank you. And Mayor Jen
3 White from the Village of Nyack.

4 MS. WHITE: I'm going to begin where I
5 began six months ago, by thanking
6 Governor Cuomo for his determination to get
7 something done. He is a man of his word, a
8 man who doesn't waste time on idle political
9 chatter, and a man who wants to solve big
10 problems.

11 I'd also like to thank my neighbors for
12 their attendance and participation.

13 It's only natural that the speed of the
14 bridge development plan has caused many of
15 us who live in the shadow of the Tappan Zee
16 to take a deep breath. It must be
17 constantly acknowledged that some of our
18 neighbors still suffer from the mistakes of
19 the original construction plan. I'm asking
20 the Governor to join us and take a pause on
21 the fast-track bridge development process to
22 hear some of our concerns.

23 This cannot be solely a bridge for
24 traffic traveling across the Hudson to
25 points north and south and east and west.

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2 This must be a project that respects those
3 of us who have chosen to raise our families
4 and invest our life savings on the spot
5 where this bridge is anchored.

6 Each and every municipality within
7 actual viewing distance of the bridge is
8 asking the Governor for an extended period
9 of public comment because we all have real
10 concerns and we need access to the
11 information to alleviate these concerns.

12 I, like Andy, am terribly worried
13 because I can't find any concrete
14 information on the cost to travel over the
15 new bridge. Toll projections by those not
16 involved in the project are running anywhere
17 from 9 to \$30. The State is saying that
18 they will be within reason, but they're not
19 explaining what within reason means. The
20 Governor this week stated that the tolls
21 would be the main source of funds for the
22 bridge.

23 All of those facts are enough to make
24 commuters really uncomfortable. While \$9
25 will be difficult for those of us who use

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the bridge daily to get to work, \$30 without a reliable public transportation option will make it impossible. It would be ironic if a project intended to create jobs effectively made it impossible for residents of Rockland & Orange Counties to get to those jobs they already have or to seek work beyond their home counties. This cannot be a bridge that meets the needs of distant regions by sacrificing the needs of the region where the bridge is located.

The fact that a foot and bike path are part of this plan begins to create a clear benefit for the local communities. The traffic of thousands of tourists and cyclists that will use the bridge as a gateway to the natural wonders of the Hudson Valley and the opportunity to enjoy the spectacular recreation such an amenity creates are a real benefit. But it's not enough.

I worry that the bid and build process will put the oversight into the builder's hands rather than the government regulators

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2 who are there to protect us.

3 I worry that the increased noise in our
4 river villages and the heavy impact of
5 construction on our river and waterfront.

6 Among the many details I find lacking
7 in this fast-track plan is clear information
8 about how demolition of the old bridge,
9 should it occur, will occur.

10 We are the communities that will lose
11 homes and face increased noise and years of
12 construction. We are the stewards of a
13 river that, despite all our best efforts,
14 may become more polluted in the name of
15 progress.

16 We need a safe river crossing. We know
17 that. But in addition to a world class foot
18 and bike path, we need commuting to be
19 affordable. We need to know that there is a
20 future transit option being detailed, not
21 just talked about, whether across the bridge
22 or somewhere nearby. We need an encountable
23 construction process that can mitigate noise
24 and air pollution and harm to our river.

25 And I believe we need a bit more time

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2 and a bit more access to information to work
3 these things out. As the families that will
4 bear the negative burden of a multiyear
5 construction phase and the uncertain outcome
6 of any eventual project, we deserve to be
7 held in as high or perhaps higher regard as
8 those travelers and truckers who will fly by
9 our villages at 65 miles an hour over a
10 shiny, sturdy, and modern new bridge.

11 Thank you.

12 MR. BLOCH: That completes my list of
13 elected officials. Are there any elected
14 officials here who I don't have written down
15 who wanted to speak?

16 If not, okay, I'd like to start calling
17 other names. I'm going to do two at a time.
18 I would appreciate it if you could use the
19 mike there.

20 I'm also going to ask, we do have a lot
21 of speakers, I know we've gone overtime, but
22 I know it's very important that we hear from
23 elected officials. So I want to continue
24 and please ask you to try to stay to two
25 minutes.

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2 Our next speaker will be Charles
3 Callan, to be followed by Victoria
4 Ficco-Panzer.

5 MR. CALLAN: I'm a resident in the
6 area. My mother lives on South Broadway. I
7 live down on River Road.

8 I'm concerned and I want to share the
9 concern that many people have expressed
10 tonight about the ongoing noise impacts.

11 After the construction is done, the
12 methodology used in the DEIS is primarily
13 ground-based. I would point you to
14 Section 12-3-1-1 which uses assumptions
15 about dropoff rates that are ground-based.
16 It does not address the very real matter
17 about noise as sound is conveyed over water.
18 I would encourage to measure that not just
19 within the immediate vicinity of the bridge,
20 but also in the surrounding communities.
21 The noise is audible, clearly audible as far
22 south as Piermont, as far north as Hook
23 Mountain, and out into Blauvelt Park.

24 In addition, there is significant
25 vibration. But yet in Section 12-3-1-2, the

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2 DEIS states that because there's no
3 discontinuity between the highway surface
4 and the bridge, there's no need for the DEIS
5 to include vibration impacts. People who
6 live in that area can very clearly hear the
7 vibration impacts.

8 I have sound recordings of them as a
9 result of the redecking project which I'd be
10 happy to share with you. They occur at all
11 times of the day and all times of the night.

12 It's interesting that we don't actually
13 know what we're going to get but, of course,
14 wishful thinking operates in all of us. We
15 hope that the noise will actually be lower
16 than it is today.

17 I spoke with several of the engineers
18 on the project. None of them was able to
19 point to an example of the bridge that we're
20 currently going to get so we could look at
21 it, more than just a model. Instead, we can
22 only listen to it and understand again.

23 So I would exhort you to bring forward
24 examples of where this particular type of
25 construction is now in existence. We'll

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2 have a better sense of what that looks like
3 and that might help to eliminate some of the
4 unknown.

5 I would also ask that you learn from
6 the very real lessons and the redecking
7 project. The resulting noise came as a
8 surprise to officials at the New York State
9 Thruway Authority and the Department of
10 Transportation. Thank you.

11 MR. BLOCH: Thank you. Ms. Victoria
12 Ficco-Panzer, to be followed by two speakers
13 together, Jocelyn DeCrescenzo and Jacquelyn
14 Drechsler.

15 MS. FICCO-PANZER: Thank you. I am a
16 resident of Salisbury Point, having lived
17 there since 1996. I'm 68 years old and one
18 of the reasons I chose to live at Salisbury
19 was that I felt it was a peaceful and safe
20 place for me to live out my years. I have
21 enjoyed the time I've been here since I love
22 Nyack and the many activities it offers.

23 My life has been in turmoil since the
24 impending construction of the new bridge was
25 announced. I know that the environmental

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2 study is being rushed through in order to
3 begin construction of the new bridge as soon
4 as possible. However, I also fear that the
5 negative impact of new construction on the
6 present residents is not being given enough
7 consideration.

8 For the time the new bridge is under
9 construction, anywhere from four to six
10 years, there will be increased dirt, noise,
11 and traffic issues, such as heavy machinery
12 and detours.

13 Our property values have declined since
14 the construction of a new bridge was
15 announced and only a few units have been
16 sold since the public has known that our
17 development will be severely impacted by
18 this project.

19 No investigation has been done
20 regarding the structural impact of drilling
21 on our retaining wall along the river or on
22 the foundations of our buildings. Our
23 in-ground pool will be negatively affected
24 by the dirt and air pollution caused by the
25 project. We will be unable to use it for

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2 the entire time the bridge is under
3 construction, thus further diminishing our
4 property values and quality of life.

5 Finally, once the new bridge is
6 completed, because of its average height,
7 the first three floors of our buildings will
8 be looking up onto the floor of bridge deck
9 instead of the sky. We will have 10 lanes
10 of traffic spewing air pollution onto our
11 development, adversely affecting our
12 shareholders, many of whom are elderly and
13 in diminished health.

14 All this, to build a new bridge that
15 will be obsolete the day it opens since no
16 provision for mass transit has been
17 included.

18 We have been told that a new bridge is
19 necessary in case of an earthquake. If we
20 do indeed have an earthquake, Indian Point
21 will be a greater concern than any bridge.

22 I respectfully request you reconsider
23 the impact of a new bridge on our community
24 and to put some safeguards in place before
25 construction begins to protect our peace,

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2 health, and safety. Thank you.

3 MR. BLOCH: Our next speakers, you know
4 who you are, to be followed by Brian Keho.

5 MS. DeCRESCENZO: My name is Jocelyn
6 DeCrescenzo and I live in Valley Cottage.

7 The year was 1418. And these are
8 quotes, "Whoever desires to make any model
9 or design for the vaulting of the main dome
10 of the Cathedral under construction by the
11 Opera del Duomo - for armature, scaffold, or
12 other thing, or any lifting device
13 pertaining to the construction and
14 perfection of said cupola or vault - shall
15 do so before the end of the month of
16 September. If the model be used, he shall
17 be entitled to a payment of 200 gold
18 florins." Again, the year was 1418.

19 This competition attracted carpenters,
20 masons, and cabinet makers with proposals to
21 solve a variety of problems. The Opera del
22 Duomo reassured all prospective competitors
23 that their efforts would receive a friendly
24 and trustworthy audience. The construction
25 had as much to do with civic pride and was

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2 to be "a more beautiful and honorable temple
3 than any other."

4 Competition between architects was an
5 old and honored tradition. In 448 B.C., the
6 Council of Athens held a public competition
7 for the wall memorial it planned to build
8 for the Acropolis.

9 Public comment as well as competitions
10 were the norm throughout the ages in
11 democratic society. I don't think we're
12 seeing as much of that here as we need to be
13 seeing. Time has gone by, but we seem to
14 not even be up to that rate of democratic
15 society.

16 In the building of this new Tappan Zee
17 Bridge, we're only duplicating, and very
18 poorly at that, what has already been shown
19 to not work. If the new bridge is built
20 with only the same premise in mind, to get
21 cars across the bridge without supplemental
22 mass transit options that could be built in,
23 such as magnetic rail trains, we will be in
24 exactly the same situation in future years.
25 As more cars are accommodated to cross the

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2 bridge through widening it, there will just
3 be more congestion. We need to lessen the
4 carbon footprint, not increase it. If there
5 was a public access transportation component
6 to this problem, it could decrease the
7 traffic congestion by approximately
8 10 percent, which would allow for a
9 potentially better auto commute. The public
10 mass transportation could work if there are
11 connections at either end to move the people
12 of areas of connection with other transit
13 options.

14 MR. BLOCH: Could I ask you to sum up?

15 MS. DeCRESCENZO: Oh. Okay. My sister
16 will sum up.

17 MR. BLOCH: Okay. Very quickly.

18 MR. DRECHSLER: Okay. Competition
19 breeds in innovation in our very competitive
20 and capitalistic world. This project should
21 not be fast-tracked with no wiggle room for
22 expansion of public mass transit or for
23 alternatives technologies that could enhance
24 our means and ways of getting around.

25 It maybe an eyesore.

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2 There will be extra risk factors with
3 the 70-foot escalation on the Rockland side
4 of the bridge. There are already high winds
5 that we deal with going across that bridge.

6 The existing bridge actually can be
7 quite beautiful when you're driving over it
8 and looking at it, and the new one needs to
9 be so as well.

10 MR. BLOCH: If you could close your
11 remarks? We're about three minutes.

12 MS. DeCRESCENZO: We're two different
13 persons.

14 MR. DRECHSLER: There needs to be
15 coordination of existing ramps and highways
16 instead of creating more mess and confusion.

17 As with Robert Moses' design, the
18 roadways will become even more clogged and
19 crowded in future years. This will not
20 alleviate the present conditions, only
21 replicate them in future years.

22 Let competition and innovation lead to
23 a thing of beauty.

24 MR. BLOCH: Thank you. Brian Keho, to
25 be followed by Gerald Fincke.

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2 MR. KEHO: Hello, my name is Brian
3 Keho. I'm the Executive Director of the
4 New York Bicycling Coalition, and we
5 represent bicyclists and bicycling groups
6 throughout New York State.

7 We have participated for many years in
8 the process of choosing a new replacement
9 bridge for the Tappan Zee, and we are very
10 delighted to see that there will be a
11 bicycle and pedestrian facility that's
12 included in the DEIS. We will continue to
13 be available for conferral as the
14 design-build process continues, and feel
15 free to call upon our expertise.

16 I want to note that the demand for
17 bicycling is increasing rapidly in the
18 region, and with rising fuel costs and
19 health concerns, congestion, parking
20 constraints, that demand is going to
21 continue to rise into the future. The
22 bike/ped facility that appears in the DEIS
23 would be a significant addition in that it
24 would allow bicyclists to move more freely
25 throughout the region and elevate bicycling

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2 to its rightful place in the transportation
3 mix in the region.

4 I also want to note that the facility
5 would also be a draw for significant
6 recreational and tourism benefits to the
7 region.

8 We do hope that in the final analysis
9 there will be provisions for transit and
10 that whatever transit service is provided
11 will include provision for bikes on buses.

12 Thanks for your time.

13 MR. BLOCH: Thank you. Our next
14 speaker is Gerald Fincke, to be followed by
15 Kristian Matthews, the Town Councilman from
16 the Town of Tuxedo.

17 MR. FINCKE: My name is Jerry Fincke.
18 I'm from Orange County, to the north of
19 here. My wife, Cecelia, and I own a small
20 business. It's a ShortLine bus terminal in
21 Monroe, a commuter bus terminal serving that
22 whole region. And the name of the business
23 is The Depot, Inc.

24 I'm here tonight to urge you not to
25 make the same mistake that Rochester made

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2 half a century ago.

3 By the way, the people in my county
4 beat Rockland County in terms of the fast
5 track. I herald the fast track that's going
6 on with the new bridge, but 240 years ago,
7 we built a huge chain at the direction of
8 George Washington in 10 weeks and spanned
9 the river in 10 weeks to protect West Point.
10 So I welcome this thing on a fast track.

11 The lesson in Rochester was, half a
12 century ago, Rochester was a boomtown. It
13 had either the first or second highest per
14 capita income in the United States and it
15 was one of the first of the medium-sized
16 cities, many followed, to build an outer
17 loop. In fact, it built an inner loop and
18 outer loop, I'm sure you remember or
19 recognize that, around the city -- well,
20 except to the north where Lake Ontario is.

21 The problem is that it designed that
22 loop with a complicated interchange where
23 the inner and outer loop met to meet the
24 needs of the foreseeable future, not taking
25 into account that it was a boomtown. And it

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2 opened up in the early '60s.

3 In 1966, I graduated from law school in
4 Michigan and got an attractive offer,
5 because they had plenty of money in
6 Rochester, to go to work for a law firm in
7 Rochester. And I moved to Rochester. And
8 immediately, every morning you'd see on
9 television horrific stories about what they
10 called "The Can of Worms", the traffic
11 backups, that this so-called improvement
12 had, in fact, done just the opposite.

13 MR. BLOCH: Can I ask you to come to a
14 conclusion?

15 MR. FINCKE: And that's how "The Can of
16 Worms", the name got invented, and now it's
17 part of the American lexicon.

18 If we don't have a dedicated bus lane
19 right now, then we're missing the bet
20 because the future is now. We are selling
21 in our terminal one and-a-half times as many
22 bus tickets as we did a year ago. Everybody
23 is switching to buses and we need to have a
24 dedicated lane.

25 Don't make the mistake that Rochester

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2 made. The future is here right now, just as
3 it was in Rochester.

4 MR. BLOCH: Thank you.

5 I want to call on Mr. Kristian
6 Matthews, Town Councilman from Tuxedo,
7 followed by Ross Pepe.

8 MR. MATTHEWS: My name is Christian
9 Matthews. I'm representing the Tuxedo Town
10 Council.

11 Tuxedo could greatly use an Exit 15B
12 on/off ramp at Route 17, formerly 210. It's
13 been kicked around for a number of years and
14 the time is now.

15 Route 17 traveling south of Tuxedo into
16 Sloatsburg is heavily used at certain times
17 of the day and is -- well, we'll put it this
18 way, well used.

19 We could also use a sound barrier wall
20 in the east village part of Tuxedo. If it's
21 at all possible that you could look into
22 that in the environmental impact that I
23 believe is going to be taken into
24 consideration.

25 That's all. Thank you very much. I

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2 appreciate the time.

3 MR. BLOCH: Thank you. Mr. Pepe, Ross
4 Pepe, to be followed by Ivan Vamos.

5 MR. PEPE: Good evening. Ross Pepe,
6 President of Construction Industry Council
7 of Westchester and the Hudson Valley,
8 although tonight I'm speaking on behalf of
9 ReplaceTheTZBridgeNow.Org., which represents
10 thousands of local and regional businesses,
11 as well as residents and taxpayers who
12 depend on the Tappan Zee Bridge daily for
13 safe and efficient commuting, freight
14 deliveries, leisure travel, as well as those
15 companies and professionals who provide
16 dependable and expeditious emergency
17 services.

18 First, we need to congratulate the
19 Federal Highway Administration, the New York
20 State Department of Transportation, and the
21 Thruway Authority for delivering on the
22 promise to have the DEIS available for
23 review and comment on schedule. It's
24 remarkable after nine years of
25 procrastination and delay that this has

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2 taken place in such a short time. The
3 agencies now are focused on this vital
4 infrastructure project.

5 The Tappan Zee Bridge or the Tappan Zee
6 Hudson River Crossing should be built now.
7 Being the most significant project to impact
8 the Hudson Valley region since the
9 construction of the existing bridge in the
10 1950s, this plan to replace the aged Tappan
11 Zee with two new spans including full
12 interstate highway lanes, breakdown lanes,
13 emergency access, and a pedestrian/bike lane
14 is exactly what is needed to handle the
15 present and future needs of the region,
16 state, and entire Northeastern United
17 States.

18 It is an integral connection of the
19 nation's interstate highway system that is
20 used to transport goods and services to
21 local, national, and global markets.

22 As for commuters traveling between
23 Rockland and Westchester, the new crossing
24 will create the opportunity to efficiently
25 and safely travel to work and home.

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2 When completed, the new span will also
3 provide a stimulus and opportunity to
4 finally bring mass transit services to the
5 region.

6 Right now, New Yorkers need two things:
7 Jobs and a new bridge. The decision is
8 easy. Move forward and regain the glory as
9 a national powerhouse of construction,
10 innovation, and world class transportation,
11 or forever regret we didn't take advantage
12 of this once in a lifetime opportunity.

13 The workers, citizens, and motorists,
14 and thousands of local businesses in the
15 Hudson Valley, New York State, and Tri-State
16 region understand the opportunity that
17 stands within our grasp. We, as a state,
18 must live within our means and build what we
19 can afford now, but prepare for the future a
20 region-wide transportation system.

21 The economic gains of a new crossing
22 will bring jobs, economic opportunities, and
23 a better quality of life as byproducts of
24 moving forward.

25 In closing, the DEIS was clear. There

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2 will be no negative impacts to local
3 communities or the ecology of the Hudson
4 River. The decisive moment has arrived.
5 Build a new Hudson River crossing now.

6 Thank you.

7 MR. BLOCH: Thank you very much.

8 I ask you once again, please let
9 speakers have their say just as they will
10 let you have your say.

11 The next speaker is Ivan Vamos, to be
12 followed by Jan Degenshein.

13 MR. VAMOS: My name is Ivan Vamos. I'm
14 from the New York State Bicycle Coalition,
15 as Brian Keho was before me.

16 I have been the person that has been
17 working with this project for over 10 years,
18 attended every meeting that you had, and was
19 able to provide some input that was, I
20 think, useful.

21 We have been always cognizant of
22 getting a practical bicycle/pedestrian
23 solution that would serve the communities
24 and the region well. It has all the
25 functions that Brian had mentioned.

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2 However, I want to add one more issue.
3 I am a bicycle commuter. I have been since
4 1965. I'm now retired, but I still go to
5 meetings on a bike. And my distances were
6 in the range of 12 miles to 16 miles. This
7 will get you to most of the major
8 communities on both sides of the river.
9 When parking becomes an issue, financial
10 issues come up, or when people are not able
11 to afford or able to, actually, because of
12 their age, drive. It is a perfect solution
13 for helping you complete a total travel.

14 And if you have mass transit system,
15 and I hope we do soon, we suggest you
16 provide some bikes on buses which work very
17 well in many communities and provide a
18 further outlet for that type of travel.

19 Thank you.

20 MR. BLOCH: Thank you. Our next
21 speaker is Jan Degenshein, to be followed by
22 Arthur Leibowitz.

23 MR. DEGENSHEIN: Thank you and good
24 evening. I'm Jan Degenshein. I am Chair of
25 the Rockland Business Association. I'm also

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2 a practicing architect planner in the
3 Rockland Community, and I am a 50 plus year
4 resident of the Nyacks.

5 The bridge and corridor process stalled
6 last year due to one critical impediment:
7 The lack of \$17 billion of funding. Last
8 fall, federal money was identified and
9 bridge construction can now fast track with
10 the stipulation that the construction costs
11 will not exceed 5 to \$6 billion, and mass
12 transit would be implemented at a later
13 date.

14 It is ironic that many who initially
15 opposed mass transit are now threatening to
16 thwart the construction process unless a
17 rail element would operate immediately upon
18 ribbon cutting for the new span. In
19 response, the public has now received
20 further assurances from Governor Andrew
21 Cuomo.

22 In the outset, the proposed bridge will
23 be structurally engineered to accommodate
24 future rail transit which can then more
25 easily be implemented once all environmental

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2 and funding issues along the 30-mile
3 corridor will have been resolved.

4 By constructing the bridge in this
5 critical manner, the safer and more
6 efficient crossing will occur sooner,
7 construction jobs and manifold collateral
8 economic benefits will be introduced to the
9 region when most needed, long-term regional
10 economic growth will be promoted, along with
11 quality of life benefits to the counties on
12 both shores of the Hudson, a more
13 responsible environmental solution will have
14 been achieved, and we will also accomplish a
15 head start on the ultimate goal of
16 incorporation of mass transit.

17 With a commitment to support the
18 additional moving loads of mass transit, all
19 stakeholders stand to gain from an earlier
20 construction date and an earlier completion
21 date. For the benefit of generations to
22 come, Albany and Washington got this one
23 right.

24 Now, I do want to thank Mike Anderson
25 for inviting comment on the different

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2 designs. There are beautiful cable-stayed
3 bridges and there are also beautiful arch
4 bridges. The two examples that were shown
5 are sadly uninspiring. I hope that there is
6 some enforcement of real quality design to
7 the bridge that is eventually done.

8 And, finally, as a long-term resident
9 of South Nyack, I will be somewhat impacted
10 by the noise and pollution and the traffic
11 during the course of construction. There
12 will probably be a diminution of property
13 values to a small degree, nothing as much as
14 my neighbors two and three blocks to the
15 south, some of whom will have their
16 environmental autobiographies severed by the
17 course of the bridge happening.

18 What I hope that you will do, and I'm
19 quoting W.B. Yeats, a poet from many, many
20 years ago, Tread softly, you tread on our
21 dreams. Thank you.

22 MR. BLOCH: Thank you.

23 The next speaker is Arthur Leibowitz to
24 be followed by Steven Reich.

25 Mr. Leibowitz? No?

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2 Okay. Steven Reich, to be followed by
3 Kate Slevin.

4 MR. REICH: Hi. My name is Steven
5 Reich. I'm the Business Manager for the
6 Laborers in Rockland County. I'm their
7 representative.

8 Some of the things that we just wanted
9 to make sure that everybody knew is
10 number one, we all know the economic impact
11 in the last few years here in Rockland
12 County. We really can use the jobs here in
13 this area. So just from a purely selfish
14 standpoint, that's great.

15 But representing people, I've been on
16 that bridge a lot myself, I've got people
17 that I represent that have spent decades out
18 there. Safety-wise, this thing needs to be
19 done now. We can't wait any longer. The
20 financing is available. We have to take
21 advantage of it now.

22 As long as mass transit is able to be
23 added at a later date, we should be able to
24 get this thing going and get it moving. I
25 think it's important that we make sure that

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2 as soon as we get this bridge going, we
3 start working towards a mass transit
4 concept. And so, you know, like anything
5 else, when the guys get rolling, they just
6 keep going. We can make this thing get done
7 quick and move right up the Hudson Valley
8 corridor. Let's go right up to Stewart
9 Airport and get it all done. And in 10
10 years, we're rocking and rolling in the best
11 place in the United States.

12 But for the people sitting in this
13 area, something has got to be given back to
14 you people. I understand that. If it means
15 finding some way to connect your community,
16 if that helps, whether it be the park of the
17 old bridge, whatever can be done I think
18 needs to be taken into consideration as much
19 as possible while the bridge goes forward.

20 And just to close, I just want some
21 people to know that besides the government
22 people and the people here, a lot of people
23 have been working behind the scenes in the
24 trades. Ross Pepe already spoke. I mean,
25 thousands of hours have gone into talking to

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2 people and getting things done and, you
3 know, making sure that labor management
4 works together and we can have the best and
5 most skilled labor to get this bridge done,
6 which you have right here in the Hudson
7 Valley, by the way.

8 And one other thing. I'd like to make
9 sure that local people are used, PLA is in
10 place, and anybody who wants to look at it
11 from the point of view of the tradesmen,
12 Ross' website at ReplaceTheTZBridgeNow.org
13 is the place to get that information.

14 Thank you.

15 MR. BLOCH: Thank you. Our next
16 speaker is Kate Slevin, to be followed by Al
17 Samuels.

18 MS. SLEVIN: Good evening. My name is
19 Kate Slevin and I'm the Executive Director
20 of the Tri-State Transportation Campaign.
21 And we're a regional policy watchdog
22 organization that's been involved in the
23 project since the late 1990s.

24 Tonight I'm representing
25 BRTOnTheBridge.org., which is a website and

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2 a coalition of statewide environmental, good
3 government, and labor groups, and tens of
4 thousands of citizens that support public
5 transportation as part of this project.

6 Tonight we're here to say that we have
7 long supported replacing the Tappan Zee
8 Bridge, but we believe New Yorkers deserve a
9 better plan than the current one. The
10 current plan will promote unsustainable
11 growth and saddle our children with our
12 problems.

13 New Yorkers will be paying off this
14 project for decades, so Governor Cuomo has
15 to get it right and he should get it right
16 now.

17 State officials recently stated that
18 the bridge would be designed not to preclude
19 transit. I would like to be clear about
20 something. There are no plans at this point
21 in time to build public transit as part of
22 this project. The State has confused people
23 by combining two transit ideas; a rail line
24 into Manhattan from Rockland and
25 cross-border bus rapid transit, and they've

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2 combined it into one gigantic daunting,
3 expensive option.

4 The public should question the state's
5 assurances that public transit will be added
6 later. Why?

7 One, the DEIS shows that the bridge's
8 engineering including narrowing of the
9 bridge at landings in Rockland and
10 Westchester could squeeze out both bus rapid
11 transit and rail;

12 Two, there are no studies for proposed
13 plans in how or when this so-called future
14 transit service will happen;

15 Three, there is no mention of making
16 space for bus rapid transit on the new
17 bridge in the environmental documents.
18 Space that could presumably be used for bus
19 and HOV lanes is simply labeled as emergency
20 access lanes;

21 Four, rough design proposals for future
22 rail are the same ones that were thrown out
23 by the State years ago because they are too
24 complicated or expensive to build;

25 Five, history shows that adding transit

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2 later means nothing. The George Washington
3 Bridge was supposed to include transit but
4 never did.

5 The Draft Environmental Impact
6 Statement raises more questions than it
7 answers and it must detract these
8 deficiencies before this project moves
9 forward. It does not fully consider the
10 economic impacts of this project, and it is
11 not transparent about project financing.

12 As of now, there is no money identified
13 for this project and no one knows how much
14 tolls are going to be up or who is going to
15 be paying for this project. In fact, one
16 estimate by Charles Komanoff shows that
17 tolls could triple to pay for this bridge.
18 If we are going to be paying \$15 to cross
19 the bridge, it better be a bridge that is
20 designed for the future.

21 And for the construction workers in the
22 back, we support infrastructure investment.
23 And I just want you to know that transit
24 projects create a lot more jobs than bridge
25 or road projects alone.

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2 The DEIS includes questionable
3 assumptions about the cost of bus rapid
4 transit. The State generally inflates the
5 cost of bus rapid transit but offers no
6 explanation of why. Thirteen to twenty
7 million dollars per mile is an average.
8 Based on New York State Department of
9 Transportation numbers, they're saying that
10 the cost would be 166 million per mile.
11 This is ridiculous. It needs to be
12 addressed.

13 The DEIS does not consider a variety of
14 ways to improve public transportation. The
15 idea that the State can do nothing short of
16 \$5 billion to improve transit in the
17 corridor is absurd. New York City and other
18 regions are greatly improving bus service
19 with a few million dollars. Bus service is
20 flexible and bus improvements can be phased
21 in over time.

22 They have to consider a range of
23 options. The DEIS does not consider this
24 range of alternatives as required by federal
25 law. The State must consider a small, less

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2 expensive bridge design. Why do we need a
3 bridge that is twice as wide as the current
4 one? This is not adequately justified in
5 project documents. The State should
6 consider another alternative that includes
7 bus rapid transit, bus service improvements,
8 and other efforts, all of which would reduce
9 traffic on the bridge and could save
10 significant amounts of money and reduce the
11 environmental impacts of the project both
12 during construction and in the long-term as
13 more people shift to transit and leave their
14 cars at home. None of this has been studied
15 in the Draft Environmental Impact Statement.

16 MR. BLOCH: Could you close --

17 MS. SLEVIN: Yes. One minute. The
18 DEIS provides scant information about other
19 environmental concerns including all the
20 community concerns, air quality impact,
21 environmental justice, or the project's
22 impacts on the region's land use patterns
23 and sprawl.

24 Building a bridge without public
25 transit ignores public comments and facts

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2 and findings in a 10-year long planning
3 process. It contradicts the State's own
4 data and does not plan for the future. But
5 most importantly, it ensures that we will be
6 leaving our children to solve the problems
7 their parents and grandparents have created.
8 This is the opposite of sustainability.

9 Let's replace the bridge, but let's do
10 it right. Thank you.

11 MR. BLOCH: Thank you. Al Samuels is
12 next to be followed by Vincent Pellecchia.

13 MR. SAMUELS: Thank you. Hi ya, Mike.

14 I'm Al Samuels. I'm President and CEO
15 of the Rockland Business Association. I'm a
16 48 year resident of Rockland. I have served
17 on the I-287 Tappan Zee Task Force since it
18 was created.

19 And I currently have the privilege of
20 being a gubernatorial appointee to the
21 Mid-Hudson Regional Economic Development
22 Council. And as a member of that group, I
23 was chosen by my colleagues and my peers to
24 head what we call the Inhibitors Work Group.
25 The Inhibitors Work Group is tasked with the

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2 assignment of identifying those issues that
3 would inhibit economic development in our
4 region.

5 One of the main inhibitors was the
6 current Tappan Zee Bridge. We identified
7 businesses basically in transportation,
8 warehousing, and distribution that didn't
9 even bother looking at our part of the State
10 in terms of relocating their businesses
11 because they were concerned that the current
12 bridge would be shut down before a new
13 crossing was built. The future of our
14 region cannot accommodate that.

15 We commend you for the expeditious way
16 in which this is progressing. We urge you
17 not to be distracted nor deterred by much of
18 what you hear from people that in many cases
19 are obstructionist through this process.

20 However, as a 48 year resident of
21 Rockland, it would be callous and imprudent
22 of me not to recognize that I have fellow
23 Rocklanders who have grave concern, and I do
24 appreciate their concerns, but I still
25 maintain, we cannot deter the movement

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2 forward, the forward movement of this
3 process.

4 The Governor and the Lieutenant
5 Governor are very much involved with the
6 Regional Economic Development Council and
7 have assured us that if we alter what you
8 are doing currently, we will add two years
9 to the time it takes to get a shovel in the
10 ground.

11 I do not understand why elected
12 officials who know better choose to ignore
13 this. I do understand where the general
14 population might not be as well informed and
15 where perhaps they would overlook it. I
16 urge you not to overlook it.

17 After a dozen years of involvement in
18 this process, we cannot afford two more
19 because we will lose the moment. The
20 Governor of this State, finally a governor
21 of this State, capitalized on an
22 opportunity. Andrew Cuomo has capitalized
23 on an opportunity that exists now. I don't
24 think it will exist in two years. Please
25 stay the course. Thank you.

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2 MR. BLOCH: Thank you.

3 Before I call the next speaker, I just
4 wanted to mention that some of you may have
5 come for the 7:00 presentation. We still
6 have a number of speakers so we wanted to
7 continue with them. We should be able to
8 get to the next presentation within a half
9 an hour. So I apologize for that, but we do
10 have a lot of speakers.

11 A VOICE: Can't they speak at the end
12 of the presentation?

13 MR. BLOCH: I want to see how many we
14 can get through first.

15 So our next speaker is Vincent
16 Pellecchia, to be followed by Jeff Frediani.

17 MR. PELLECCCHIA: Good evening. Thank
18 you for your time.

19 My name is Vincent Pellecchia. Today
20 I'll be speaking on behalf of Scenic Hudson.

21 Since 1963, Scenic Hudson has worked to
22 protect and restore the Hudson River as an
23 irreplaceable national treasure and a vital
24 resource for residents and visitors and it
25 is the largest environmental group focused

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2 on the Hudson River valley.

3 After nearly a decade of study and
4 broad consensus that the solution to replace
5 the Tappan Zee Bridge requires some form of
6 mass transit, the DEIS has neglected this
7 public input and instead determined that a
8 project with a mass transit component is not
9 feasible at this time. An historic
10 opportunity to change the transportation
11 picture in the Hudson Valley for the better
12 presents itself in the replacing of the
13 Tappan Zee Bridge. A 21st century solution
14 meeting the transportation needs of the
15 future by including mass transit leaves a
16 positive legacy on transportation and land
17 use patterns throughout the region.

18 The preferred alternative, simply
19 rebuilding the old span with one extra lane,
20 will not solve the modern regional problems
21 across the corridor. In fact, just two
22 years ago, the DOT Scoping Summary stated
23 that mass transit offers the only realistic
24 means of addressing the requirements of
25 improving mobility in the corridor. It is

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2 safe to say that there are no changed
3 circumstances that warrant abandoning that
4 finding.

5 The DEIS analysis of consistency with
6 the State Smart Growth Public Infrastructure
7 Act is insufficient. The Act requires that
8 state infrastructure projects be consistent
9 with tenets of smart growth. Contrary to
10 the goals of that Act, the preferred
11 alternative will likely encourage continued
12 auto dependency.

13 The DEIS only considers two possible
14 alternatives: The proposed Replacement
15 Bridge alternative and the No-Action
16 alternative. Other reasonable alternatives,
17 including immediate addition of mass transit
18 and the construction of a tunnel rather than
19 a bridge, are excluded without adequate
20 analysis or justification. Detailed cost
21 and environmental analyzes of these options
22 should be presented in the DEIS before these
23 alternatives are rejected.

24 Contrary to prior studies finding that
25 public transit is necessary to reduce

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2 congestion and air pollution, the DEIS
3 claims that an extended automobile-only span
4 will not increase regional air pollution.
5 Given New York State clean air and climate
6 change goals, the project should actively be
7 seeking to decrease such emissions. Thank
8 you.

9 MR. BLOCH: Thank you. Our next
10 speaker will be Jeff Frediani, and forgive
11 me if I'm mispronouncing names, to be
12 followed by Charles Westwater.

13 MR. FREDIANI: Good evening. My name
14 is Jeffrey Frediani. I'm a Legislative
15 Analyst with AAA New York State. And AAA
16 New York State serves more than 2.7 million
17 members residing in New York State.

18 As we all know, the Tappan Zee Bridge
19 is one of New York's most critical
20 transportation links. It not only connects
21 Westchester and Rockland Counties, it also
22 plays a vital role in the economic life of
23 the Northeast and Mid Atlantic regions.

24 Built in 1955 and designed to last 50
25 years, the Tappan Zee is now well beyond its

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2 lifespan and has been under endless repair
3 to keep it operational.

4 This is a vital project not only for
5 New York State but a project with regional
6 and national significance.

7 The existing traffic-choked bridge is
8 at the end of its useful life. A new bridge
9 will ensure regional mobility, mitigate
10 traffic congestion, and enhance the safety
11 for the traveling public.

12 While design plans call for a
13 combination of transit modes which can be
14 added at a later time, this project simply
15 cannot be delayed so that such systems are
16 operational on day one. This would not only
17 further delay the construction of a new
18 bridge, but would also increase costs by
19 hundreds of millions of dollars.

20 The Tappan Zee can't be sustained by
21 undergoing endless repair work to keep it
22 operational. Just a few years ago, the
23 bridge underwent, among other maintenance, a
24 two-year \$150 million causeway partial deck
25 replacement.

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2 And taking it out of service would have
3 a severe and unprecedented impact on the
4 region. Just imagine the paralyzing effect
5 a bridge closing would have if traffic into
6 the boroughs was diverted into an already
7 overburdened George Washington Bridge and
8 Lincoln and Holland Tunnels. And I am sure
9 many individuals in attendance today have
10 seen a History Channel documentary on the
11 country's crumbling infrastructure which
12 dramatically depicted the Tappan Zee falling
13 into the Hudson River.

14 It's time to fast track a new Tappan
15 Zee, and we commend the leadership of
16 Governor Cuomo, DOT commissioner McDonald,
17 and Thruway Director Madison for moving this
18 critical project forward in an expedited
19 fashion and making the replacement of this
20 outdated bridge a priority for quick action.

21 Thank you.

22 MR. BLOCH: Thank you. Charles
23 Westwater, to be followed by Nancy Proyect.

24 Mr. Westwater? No?

25 Okay. Nancy Proyect? Am I pronouncing

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2 your name correctly?

3 Well, we won't know. Okay.

4 Orrin Getz, to be followed by Judith
5 Hirschorn.

6 MR. GETZ: Good evening, ladies and
7 gentlemen. My name is Orrin Getz.

8 First thing I would like to do is turn
9 in my badge from the Traffic and Transit
10 Stakeholders Advisory Work Group. This was
11 part of the old project that was
12 unfortunately stopped. And since we're not
13 having a transit alternative, I guess I
14 really won't be needing my badge any more.

15 There is a very critical need on this
16 new bridge for a bus lane. The bus lane
17 can't be diverted to doing something later.
18 It has to be done right now. When the
19 bridge is built and design of the roadway is
20 done, the bus lane has to be there. There
21 is no alternative to build this later and
22 have it done in an economic way.

23 Also, what's being totally ignored is
24 that road improvements are desperately
25 needed west of the Tappan Zee Bridge between

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2 Interchange 11 and Interchange 14A. This is
3 where the road narrows down from four lanes
4 in each direction to three lanes and causes
5 enough congestion that backs up onto the
6 Tappan Zee Bridge even when the bridge is
7 set for four lanes in the priority
8 direction.

9 You cannot go ahead and build a new
10 bridge without some plan to take care of
11 this section of the roadway. It will not
12 reduce traffic congestion unless that is
13 handled.

14 The other thing is, if you'd like to
15 see a beautiful design of a stayed cable
16 construction bridge, you should take a look
17 at the Ravenel Bridge in Charleston, South
18 Carolina. This used a stayed cable
19 construction design that has made an elegant
20 structure that has been an asset to the
21 community. And if you look a little more
22 into the history, it took down old bridges
23 that kind of looked like the Tappan Zee
24 Bridge. So I say that we should really look
25 into a good, impressive stayed cable

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2 construction bridge. It would be an asset
3 and a jewel for the Hudson Valley.

4 The other issue is funding. And as
5 I've said before at many of the meetings
6 that I've attended, the main source of
7 funding for this new Tappan Zee Bridge has
8 to be included in the new five-year Federal
9 Transportation Funding Act. Right now,
10 unfortunately, that Act is stalled in
11 Congress in the House of Representatives,
12 and that's a most unfortunate situation.

13 But we need that funding. New York is
14 a donor state. It has to get money,
15 transportation funds, back from Washington
16 so that we can go ahead and build this
17 bridge.

18 The other issue is that if loans and if
19 money is borrowed to build this bridge, we
20 have to know the cost of the debt service.
21 We have to know the impact of this debt
22 service on the tolls that are going to be
23 charged on the bridge and on the taxpayers
24 that may have to make up the difference if
25 that be so.

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2 So I think we need to get a clear-cut
3 financial plan that can be promoted to us
4 and clearly explain that it is viable.

5 Thank you.

6 MR. BLOCH: Thank you. Our next
7 speaker, Judith Hirschorn, to be followed by
8 Catherine McCue.

9 MS. HIRSCHORN: We're going to combine
10 our presentations in the interest of time.

11 MR. BLOCH: Okay. Thank you. Could
12 you state your name?

13 MS. HIRSCHORN: Judith Hirschorn.

14 MS. McCUE: I'm Catherine McCue. I'm
15 the President of the Salisbury Point
16 Co-Operatives in South Nyack, New York.
17 Judy is our secretary.

18 We represent here this evening 124
19 units and 170 residents who feel
20 disenfranchised in this process.

21 We have reviewed the DEIS, the thousand
22 pages, the many appendages, and we have
23 hired a professional civil engineer to help
24 us understand the contents of this weighty
25 document as it is really couched in

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2 professional language and not for the
3 layman.

4 Wholeheartedly, we support Harriett
5 Cornell and our local mayors of South Nyack
6 and Nyack and the statements that they have
7 put into the record this evening. And for
8 reasons of time, I will not repeat that.

9 We at Salisbury want to see a full
10 proposed simulation of the bridge from our
11 shores. What the interface between the
12 bridge and South Nyack will look like is
13 more important to us at this moment than the
14 mid span design. Yet, we share the concern
15 for a beautifully graceful construction mid
16 span. Simply, what will the bridge look
17 like from our shores?

18 We are concerned about the dust, the
19 dirt, the noise, the vibration, and the
20 overall upsetment the building and the final
21 product of the new bridge itself has on our
22 residents. And, sadly, as of today, we have
23 no answers.

24 How will the staging for the
25 construction impact our residents? Vicki

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2 Panzer has already referred to the concerns
3 we have about our retaining wall, our pool,
4 the loss of our southern bucolic Hudson
5 River views that will be impaired and
6 permanently destroyed if you go through as
7 planned and don't share what you are doing
8 with us.

9 We have long lasting health concerns
10 due to the poor air quality and the noise
11 everlasting. What is going to happen during
12 construction? Will we be living with a
13 24-hour a day construction site for five
14 and-a-half years? We have no answer to
15 that.

16 We ask you to respond. We request a
17 face-to-face meeting with our political
18 leaders and with representatives from the
19 proposed bridge crowd, you guys, to help us
20 understand all of these very important
21 issues.

22 We do believe and we do know that a new
23 bridge is necessary. What we don't want is
24 to be living as David under the wrath of
25 Goliath. Thank you.

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2 MR. BLOCH: Thank you. Our next two
3 speakers, first Steven Abel to be followed
4 by Jeff Zupan.

5 A VOICE: Steve Abel left.

6 MR. BLOCH: Steve Abel left. Okay.

7 Our next speaker is Jeff Zupan, to be
8 followed by Joe Galligan.

9 Is Joe Galligan here? Yes. Okay.

10 MR. ZUPAN: Good evening. My name is
11 Jeff Zupan. I am a senior fellow for
12 transportation for Regional Plan
13 Association, an independent urban-planning
14 research and advocacy association.

15 We are pleased that New York State is
16 moving ahead aggressively with plans to
17 replace the Tappan Zee Bridge. The current
18 bridge is severely outmoded and requires
19 expenditures of tens of millions of dollars
20 a year to maintain it in good working order.

21 We also applaud Governor Andrew Cuomo's
22 strong commitment to building a bridge that
23 can accommodate bus transit and future
24 commuter rail.

25 There is little doubt that a new

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2 Tappan Zee Bridge should be built. It will
3 be no more costly in the long run than the
4 continuous repair work. It will be safer
5 and, because of the inclusion of adequate
6 breakdown lanes, it won't suffer the
7 monumental traffic jams every time there is
8 a fender-bender or a flat tire. The current
9 bridge, which lacks shoulders for its entire
10 three-mile span, is an impending traffic
11 nightmare each day.

12 It is clear that the funding to
13 implement a full-scale bus transit program
14 along the entire length of the
15 Westchester/Rockland corridor is not
16 available at this time. What's more, based
17 on our research, it isn't clear whether
18 there will be sufficient demand by the time
19 the bridge opens in 2017 to warrant a
20 dedicated bus or bus-and-carpool lane
21 system.

22 We do believe it is crucial to design
23 both the new bridge and the approaches in
24 Westchester and Rockland Counties in such a
25 way that they will be able to accommodate

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2 bus service and rail transit once they are
3 needed. The State should begin the bus
4 service planning now, monitoring traffic
5 patterns carefully so that the
6 infrastructure will be in place for transit
7 when it's necessary.

8 We encourage the State to make public a
9 complete financing plan. Planning for
10 future transit services should be done
11 openly and include peer reviews to fully vet
12 planning, design, and engineering
13 assumptions. Enough time should be allowed
14 to make sure there is no sacrifice in design
15 or esthetics. Otherwise, there is the
16 danger of repeating the mistakes of the
17 first bridge.

18 To ensure that the design of the bridge
19 and adjacent land can one day accommodate
20 bus and rail services, it is important that
21 the plans represented, and this is perhaps
22 the most important point I want to make
23 today, in the Final Environmental Impact
24 Statement and design and build instructions
25 don't preclude those transit options. This

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2 would strengthen the confidence on the part
3 of the public that transit on the Tappan Zee
4 Bridge would be a state policy and transit
5 would be built in the corridor.

6 To set the stage for meaningful bus
7 transit improvements, the new bridge should
8 include a three-quarter mile bus-only ramp
9 at the Westchester County side at the time
10 the new bridge is built for buses to
11 directly reach the Tarrytown train station,
12 providing a congestion-free link between bus
13 and rail. The ramp needs to be integrated
14 into the initial construction of the bridge.
15 This will be an important down payment to
16 the public for the eventual bus service and
17 give riders an early transit service
18 benefit.

19 Plans for the new bridge call for the
20 construction of ample service lanes on both
21 the east and westbound spans. The current
22 design show that there will be adequate room
23 to carve out future bus and bus-and-carpool
24 lanes in the space when demand warrants,
25 while maintaining enough room for the

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2 breakdown lane. If the bus-and-carpool lane
3 isn't over subscribed, the officials should
4 consider opening the lane to single occupant
5 vehicles willing to pay an extra toll to
6 bypass congestion.

7 Providing mass transit is important for
8 many reasons. It reduces congestion,
9 improves air quality, so on and so forth.
10 But a minimum level demand is required for
11 transit to be cost effective. The
12 flattening of traffic on the Tappan Zee
13 Bridge in the last 10 years - it is not
14 140,000, it's only 134,000 a year - coupled
15 with anticipated drop in traffic once higher
16 tolls to pay for bridge construction are put
17 in place, might result in less congestion on
18 the bridge and its approaches when the new
19 bridge first opens. Thus, there might not
20 be adequate demand to warrant special
21 treatment for buses at that time.

22 But there's little doubt that traffic
23 will grow and congestion will appear, fueled
24 by population growth and economic
25 development in the Hudson Valley. At that

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2 time it will be necessary to have an
3 alternative that gives bus riders and
4 carpoolers an option that by passes the
5 congested traffic. However, if the bus and
6 carpool treatment is only on the three-mile
7 bridge, as the current plan calls for, and
8 not on the adjacent highways that flow into
9 the bridge, there won't be sufficient travel
10 time savings to encourage most drivers to
11 switch to buses or carpools.

12 To encourage the use of a dedicated bus
13 and carpool lane, future improvements will
14 be needed to be made elsewhere along the
15 corridor on both sides of the bridge.

16 Last paragraph.

17 These eventual improvements in the
18 Rockland County side should include
19 revamping the five-mile corridor along the
20 New York State Thruway to add a fifth lane
21 back to Exit 11 and a fourth lane back to
22 Exit 13. Similarly, improvements on the
23 Westchester side are needed.

24 There are other complimentary measures
25 that transportation officials could employ

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2 to control congestion. These are, by the
3 way, ideas that I've continually, repeatedly
4 brought to the attention of the team that's
5 worked on this over the last 10 to 12 years
6 without satisfactory result. These include
7 variable toll pricing by time of day on the
8 bridge, transit and carpool incentives by
9 employers, measures such as guaranteed rides
10 home for transit users and carpoolers, and
11 totally cashless, toll booth-less toll
12 collections to permit high speed toll
13 collections for all drivers. These measures
14 should be given the careful exploration they
15 deserve.

16 Most of these improvements don't need
17 to be ready, that is the physical
18 improvements, by 2017.

19 MR. BLOCH: If you could please finish
20 up.

21 MR. ZUPAN: The financing would be
22 difficult given current budget constraints,
23 but planning for the creation needs to begin
24 right away.

25 Thank you very much.

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2 MR. BLOCH: Thank you. I know a number
3 of people have left who were going to speak.
4 If you feel you can't wait, there is a court
5 reporter next door. I just want to give you
6 that option.

7 Our next speaker, Joe Galligan, to be
8 followed by Gil Hawkins.

9 MR. GALLIGAN: Good evening. Or is it
10 good morning? I would just like to say that
11 I don't have my shirt and tie on, nor do
12 I -- I'm not a politico. I'm just Joe
13 Average. And Joe Average means that I had a
14 relationship with the Tappan Zee Bridge for
15 over 42 years. I saw it every morning and
16 every evening driving over to my job in
17 Westchester. And I know how important it is
18 as an economic force in this area because
19 that's how I fed my family.

20 So the thing we've got to remember is
21 that I think she should have retired when I
22 did, which is a few years back. But what
23 I'm looking at is, we know that we don't
24 have the money for mass transit at this time
25 from what I understand. Remember, like Will

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2 Rogers, I only know what I read in the
3 paper.

4 But when you look at this thing, the
5 bridge itself should have provisions for a
6 rail line. There should be no question
7 about that.

8 Number two, it's suicide not to have a
9 bus lane there. I've been going over that
10 bridge for 40 some-odd years and in the
11 morning, that son of a gun is backed up all
12 the way to Airmont Road. And all that does
13 is make a lot of noise and a lot of carbon
14 monoxide. You've got to get the buses there
15 and people will ride that bus. But not to
16 do it is suicide. That's my first point.

17 Point number two, the old bridge. I
18 love the old bridge, but according to the
19 gentlemen up there, we're losing a lot of
20 the superstructure and the under structure.
21 And I understand there's a nice class of
22 worms that moved up from the ocean and are
23 eating away the wooden piles there. And
24 they're not going to go anywhere. When we
25 stop the bridge, they're still going to be

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2 there.

3 And I can remember for over 20 years,
4 every year you're scraping and painting.
5 And you're going to still be doing that even
6 though you have a new bridge if you want to
7 keep that as a park.

8 If they make a park out of it, you're
9 going to put fertilizer in there and be
10 watering it in. All that's going into the
11 river. And then all of a sudden, why are
12 the fish dying? Because of this fertilizer
13 that will be going into the Hudson.

14 Okay, number three point. I understand
15 there's a lot of the same guys or same
16 construction outfit that worked with 287 who
17 screwed that up royally, who put in a bid
18 and then found, oh, we found this, we found
19 that, we've got to override. What kind of
20 engineers have we got? Then they said they
21 went to the State and they said, well, the
22 State engineers did it, or the architects.

23 Well, that's passing the ball back and
24 forth. What we need is competent people
25 that are doing this engineering and

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2 architecture, not guys that are acting like
3 they were in their freshman year at MIT. We
4 need good, substantial, adequate engineers
5 and architects to design this, and it's no
6 problem. They shouldn't be finding things
7 like they did on 287.

8 This thing has been beat to death for
9 10 years. We should know what all the
10 problems are. So when a guy puts in a bid,
11 that's the bid. There's none of this stuff
12 of overrides. And the fact is, we should
13 put in there that if you don't meet certain
14 deadlines, you're penalized and you pay us
15 back for not getting the thing done in the
16 final time. We are tired of incompetent
17 engineers and architects constructing our
18 transportation system. We want it stopped.
19 We, the people of New York, deserve better.

20 A VOICE: Bravo, bravo.

21 MR. BLOCH: Thank you. All right a few
22 more. Gil Hawkins followed by Andrea
23 Composto.

24 MR. HAWKINS: Hi. My name is Gil
25 Hawkins. I'm a sculptor and I'm the

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2 Environmental Director of the Hudson River
3 Fishermen's Association. I've been a member
4 of the Stakeholders' Advisory Group since
5 the beginning, as well.

6 I've been involved with this project
7 since the first public meeting, representing
8 the Hudson River Fisherman's Association.
9 I've been impressed with the environmental
10 studies and the detail that has been
11 associated with the impact on the river. In
12 fact, we were pushing for a portion of the
13 old causeway to remain as a fishing and
14 recreational pier. Our motto is to fight
15 for the Hudson.

16 However, I have a professional life as
17 a sculptor and over the years I have found
18 one thing lacking; that is, the absolute
19 absence of the esthetic design of this span
20 across the majestic Hudson River. Maybe
21 some of you can remember my stating at
22 meetings that this bridge will be placed
23 between two of the most beautiful bridges in
24 the world, the George Washington Bridge and
25 the Bear Mountain Bridge. So you'd better

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2 get it right. Most of the time I got the
3 answer, we will take care of the bridge's
4 look at the end, or we will hold a
5 competition, successfully kicking the can
6 down the road.

7 Well, it is the end. And now a fast
8 track threatens to push significant design
9 aside.

10 It was Marshall McLuhan who said, "We
11 become what we behold. We shape our tools
12 and, thereafter, our tools shape us."

13 If the esthetics of the bridge are not
14 considered in the world forum of bridge
15 design, it will be a bigger gap than Sarah
16 Palin's Bridge to Nowhere. Not only can
17 hundreds of thousands of people see the
18 bridge from their doorsteps, but millions of
19 people passing over and under the span for
20 the next century will be offended by a bad
21 design. Let's get this one right. Part of
22 the consideration of saving the old existing
23 structure was doomed by its own ugliness.

24 So to all of the engineers,
25 politicians, and citizen volunteers who have

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2 worked on this project, pause a minute and
3 reflect on how you want this project to
4 look. It's our legacy. Consider the
5 percent of money spent on the function
6 versus the form, because good form does not
7 necessarily follow good function.

8 Consider also in the EIS creating a
9 blue ribbon panel to weigh the tremendous
10 responsibility of the esthetic design of
11 this bridge. Nothing less would be done for
12 any less significant building in Manhattan.

13 Thank you.

14 MR. BLOCH: Thank you. Our next
15 speaker is Andrea Composto.

16 She's not here.

17 Matthew Pepe, to be followed by Justin
18 Davidson.

19 MR. PEPE: My name is Matthew Pepe.
20 I'm a resident of Rockland County for my
21 entire life. I work in Westchester. I have
22 crossed the Tappan Zee Bridge five times a
23 week or more for the past almost 15 years.

24 It's not every day that something gets
25 on the radar of the President of the United

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2 States. President Obama himself has fast
3 tracked this project. He sees the
4 importance of it. Mayor Cuomo is on board.
5 He also sees the importance of this project.

6 The federal government has pledged
7 about two billion towards this project. I
8 think it would be a shame not to accept that
9 in the end. It would also be a shame to the
10 tens of thousands of workers whose jobs
11 would be created from this project, many of
12 whom we saw here today in the back of the
13 room, outside in the hall. You know in an
14 age where there's 20 to 30 percent
15 unemployment in the unions, I'm sure they'll
16 tell you how important jobs are.

17 It's a simple fact that this bridge was
18 built in the 1950s in an era of material
19 shortages, built with soft steel. It's
20 already seven years past its lifespan. I
21 think Michael Anderson said before, there's
22 estimates of one and-a-half billion dollars
23 to maintain an already obsolete bridge over
24 the next decade. I don't see the point to
25 keep throwing good money after bad.

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2 This bridge needs to be built now.
3 Everything is in line. We need to keep the
4 ball rolling. Any obstruction to this
5 process I believe is a disservice to the
6 people of the region, to the commerce of
7 this region.

8 Selfishly, I have a six month old. I
9 think it's equally important to the youth of
10 this region. He's got a while until he gets
11 a license and he's driving over the bridge
12 himself, but I'm sure over the next 16 years
13 he'll be taking many trips with me across
14 that bridge. I think it's important that we
15 make sure that bridge is safe, and the way
16 to do that is to build a new Tappan Zee
17 Bridge now. We can't afford to wait.

18 Thank you.

19 MR. BLOCH: Thank you.

20 The next speaker is Justin Davidson, to
21 be followed by Phillip Musegaas.

22 MR. DAVIDSON: Good evening. I'm
23 Justin Davidson on behalf of the Pace
24 Environmental Litigation Clinic.

25 First, I just wanted to say that we

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2 will you be submitting full, salient written
3 comments on the DEIS. But I first wanted to
4 discuss a couple of quick legal and
5 procedural problems that we see in the DEIS.

6 First, the 45 days that the public has
7 been given to comment on this does a
8 disservice to a project that has been in the
9 works for over a decade now. We have filed
10 FOIL, Freedom of Information Law, requests
11 that we think are critical to our meaningful
12 review and assessment of the environmental
13 and ecological impacts of the project. And
14 we have been given no time to review these.
15 We have been told that they will be given
16 back to us after the deadline for the
17 comments period. And our 60 day extension
18 has been completely ignored.

19 Second, the DEIS suffers from many
20 fundamental legal and procedural flaws that
21 must be addressed in the Final Environmental
22 Impact Statement.

23 It does not adequately take a hard look
24 at all the reasonable alternatives and
25 quickly eliminates without sufficient

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2 justification other feasible options, like a
3 large diameter tunnel, which is not
4 discussed at all, a single structure, and
5 the rehabilitation options.

6 They do this by citing to data from the
7 previous I-287 corridor project which was
8 not subject to a public comment period in a
9 DEIS or an FEIS.

10 Additionally, the DEIS failed to
11 describe the basis for the cost estimates,
12 like why a tunnel would cost \$8 billion or
13 why a rehabilitation option would cost a
14 billion dollars more than a replacement
15 option.

16 The DEIS falsely assumes that the
17 replacement alternative will not generate
18 additional volume or capacity. There's no
19 basis for this. They use this assumption to
20 short circuit or avoid studying the other
21 critical impacts on transportation, air, and
22 energy impacts. Reasonably, whenever
23 there's a breakdown on the current bridge, a
24 new bridge will lead to more capacity in
25 that regard.

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2 Next, the DEIS fails to properly study
3 the impacts of constructing a new bridge and
4 demolishing the old one on the Hudson River
5 ecology and the ecosystem, specifically the
6 effect on the endangered species of the
7 Atlantic sturgeon and the shortnose
8 sturgeon, and how harmful the effects of
9 pile driving and dredging activities will
10 be.

11 The DEIS also ignores the scenic and
12 esthetic value of the region. The new
13 bridge will essentially be a super highway
14 over the Hudson River.

15 And you asked for some feedback about
16 the difference between the arch and cable
17 options. Cable option is particularly
18 horrendous. It would provide for four fifty
19 story towers in the middle of the Hudson.
20 That's basically four buildings half the
21 size of the Eiffel Tower, which I think
22 would be quite an eyesore on the scenic
23 beauty of the region.

24 Almost done.

25 Of course, we've heard all about the

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2 mass transit so I won't belabor that.

3 And then, lastly, the lead agencies are
4 segmenting the environmental review process
5 on key items like mass transit, future
6 improvements to the adjacent highway
7 segments, the bridge demolition, and the
8 environmental reviews necessary for the
9 different dredging processes. Thank you.

10 MR. BLOCH: Thank you. Our next
11 speaker. Phillip Musegaas, I hope I've
12 pronounced that correctly, and followed by
13 Klaus Jacob.

14 MR. MUSEGAAS: My name is Phillip
15 Musegaas. I'm here representing
16 Riverkeeper. And you made a valiant effort,
17 so no problem.

18 I just want to make a brief comment. I
19 want to support the comments made by Pace
20 Environmental Litigation Clinic. We support
21 all of those, and also the comments made by
22 the Tri-State Transportation Commission
23 regarding the need for a mass transit option
24 on this bridge. If you don't put mass
25 transit on this bridge, you're essentially

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2 building an obsolete bridge from day one.

3 I want to start off my comments by --
4 my colleague here is going to show you what
5 this DEIS actually looks like in reality.
6 It's over a thousand pages. You've given
7 the public 45 days to read two six-inch
8 binders full of material, most of which is
9 written in engineering-speak and
10 enviro-speak, which I've learned to read
11 after a few years, but a lot of people can't
12 read. And that is simply not sufficient.
13 Forty-five days is not sufficient amount of
14 time for the public --

15 MR. BLOCH: I would appreciate it if
16 you could hold the applause so we could get
17 through and let the speakers speak.

18 MR. MUSEGAAS: I'll be quick. I have a
19 short statement.

20 And so Riverkeeper has filed a request
21 with the DOT, with Mike Anderson for an
22 additional 60-day comment period so that we
23 in the public have time to get additional
24 information on this project to be able to
25 review the project.

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2 We also have outstanding information
3 requests from the government which are valid
4 and reasonable requests for good information
5 that will inform the public. And we need to
6 have that extra time. That extra 60 days
7 will not doom this project, it will not
8 delay it unjustifiably. And so we repeat
9 the request for additional time to comment.

10 I'm just going to make four quick
11 points and then I'll wrap up.

12 This DEIS has failed to answer the
13 following fundamental questions that need to
14 be answered in order for the public to have
15 the right information about whether this
16 project should go forward.

17 First, has DOT fully considered and
18 explained to the public all reasonable
19 alternatives, such as rehabbing the old
20 bridge, building a tunnel under the Hudson,
21 or building a bridge with mass transit? No,
22 it has not.

23 Second, has DOT completely assessed the
24 environmental impacts to the Hudson River
25 ecosystem and endangered species, like the

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2 Atlantic sturgeon, which was just listed
3 under federal law as an endangered species a
4 little less than a month ago? It has not.

5 A couple of examples: Under federal
6 law, if a species is listed as endangered
7 there has to be a consultation process with
8 federal agencies to see what the impacts are
9 and to do a complete biological assessment.
10 That has not been done. This has to be done
11 and the information that's taken from that
12 assessment has to be fed into this DEIS
13 process. That will not happen in time with
14 this accelerated schedule that the State of
15 New York and the Department of
16 Transportation are basically pushing down
17 everyone's throats that live in this region.

18 Second, segmentation. This project and
19 the Army Corps of Engineers' permit proposes
20 to segment the dredging impacts into two
21 sections. The current permit talks about
22 the dredging impacts caused by dredging a
23 channel across the Hudson River, removing
24 millions of cubic yards of sediment that's
25 potentially contaminated just to get the

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2 construction equipment in to build a new
3 bridge. That's one part. And
4 theoretically, that will be looked at under
5 the Army Corps permit and in this DEIS. We
6 don't think it's been looked at. But
7 they've put off the demolition of the bridge
8 and the dredging that will have to happen
9 after that into a separate permit process
10 and a separate environmental review process.
11 That does not comply with federal law and
12 that does not comply with the spirit of the
13 law or the letter of the law and that should
14 not pass.

15 A couple of other quick points. A
16 third question, how will the bridge be paid
17 for? I think this point has been raised
18 repeatedly. I'm not going to elaborate on
19 that. I think the question is out there.
20 There is no concrete plan for funding this
21 bridge. Governor Cuomo has indicated he
22 thinks the bridge should be built or should
23 be funded based on tolls. That is an
24 unacceptable economic burden to be put on
25 local people that live in this area and work

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2 in this area. People that commute across
3 that bridge should not have to pay \$15
4 tolls.

5 And, finally, has the DOT proposed a
6 final complete design for a bridge for
7 public comment? No, they have not. They
8 have proposed two theoretical designs that
9 are not final, that are not proposed, there
10 are no bids on those designs, and they have
11 acknowledged that these may not even be the
12 final designs.

13 The actual builders that are putting in
14 bids for these projects -- and we've heard
15 serious concerns about the quality of the
16 work that's been done on the 287 corridor
17 and the financial planning that's gone into
18 that.

19 You know, there's two theoretical
20 projects. There's no explanation of how one
21 project will be picked over another.
22 There's no criteria for choosing one of
23 these bridges over the other. They have
24 significantly different environmental
25 impacts in the river, significantly

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2 different visual impacts on the Hudson
3 Valley.

4 And so these things have not been taken
5 into account. These are just a sampling of
6 the numerous violations in this DEIS.

7 Thank you.

8 MR. BLOCH: Thank you. We have a few
9 more speakers and then we will take a short
10 break.

11 Klaus Jacob? Is he here? No.

12 John Lipscomb? Is he here? Yes. He's
13 to be followed by Tom Leavey.

14 MR. LIPSCOMB: Good evening. My name
15 is John Lipscomb. I live in Piermont, grew
16 up in Tarrytown, Irvington, lived in Nyack.

17 I currently work for Riverkeeper.
18 I operate our patrol boat. This is my 12th
19 season. Before that, I operated a boatyard
20 in Upper Nyack. So my life has been on this
21 river, earning my living on this river.
22 I'll save my environmental comments for
23 Thursday or another time.

24 I want to suggest something, however,
25 for Thursday. Obviously, you've

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2 underestimated the interest in the
3 communities on this issue. We hope that
4 you'll restructure the schedule for
5 Thursday. Perhaps it would pay to have the
6 elected officials go after the members of
7 the public so the elected officials can
8 actually hear what the people who vote for
9 them are saying. And the press will also be
10 staying if the electeds go later. Please
11 consider it because this structure is
12 flawed.

13 I'd like to make my comments actually
14 to the working men who are here and their
15 representatives. I work for Riverkeeper. I
16 run a patrol boat. Right now, we're
17 replanking the bottom. We'll be launching
18 in a couple of weeks. The vessel is
19 commercial, federally documented. So my
20 boat operation is no different than a
21 tugboat operator, than a service vessel
22 that's going to be tending the equipment
23 that works on the bridge.

24 And I just want you all to know, all
25 the working men, the trade men, the union

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2 men, I want you to know that the people who
3 live in these communities who are asking for
4 more time and who are asking for smart
5 planning are not anti job. We are not anti
6 job. We all recognize that an improved
7 crossing is needed now. We all understand
8 that there's a window of opportunity now.
9 We all know that a rehabilitated bridge
10 makes jobs. We all know that a tunnel makes
11 jobs. We all know that bus rapid transit
12 makes jobs. We would like these agency guys
13 to tell us which of those options actually
14 creates the most jobs, and then you guys
15 will have something to put your weight
16 behind.

17 But none of the people in these
18 communities is saying, do nothing. They're
19 saying, let's do something smart that 100
20 years from now will still be smart and not
21 stupid from day one. Thank you.

22 MR. BLOCH: Thank you. Our next
23 speaker is Tom Leavey. Tom Leavey, is he
24 here? No. Bob Wolff, to be followed by
25 Bruce Levin.

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2 MR. WOLFF: Folks, I'd like to
3 introduce myself. My name is Bob Wolff.
4 I'm the longest running broadcaster in
5 history. And I work now for News 12 but I'm
6 not speaking for News 12 because as a
7 broadcaster, they want us to be completely
8 impartial. So I'm speaking only as a
9 victim.

10 I live in South Nyack. Every morning I
11 look out of my window at Salisbury Point to
12 see the traffic. And I know one thing, that
13 I commute to Long Island to do shows for
14 CableVision. The problem going to Long
15 Island, one car can stall on the Long Island
16 Expressway and it will take two hours more
17 to get to my work in the TV station than
18 anything that happens across the Tappan Zee
19 Bridge. I mean, we have it pretty good.
20 The only heavy traffic is in the morning in
21 rush hour and at night. The rest of the
22 time, it's a very peaceful bridge to go
23 over.

24 As I look at all of you, I've heard
25 some terrific comments and, believe me, I'm

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2 well aware of age. I'm 91 years old, so
3 I've been around doing these shows for a
4 long time.

5 I've gotten old and the bridge got old.
6 So there's no -- nothing wrong about saying,
7 what are we going to do to fix the bridge.
8 And the people up here have done a great job
9 with giving us a plan. The only thing we
10 have not heard -- we've heard about the
11 politicians, we've heard about the plans,
12 but what we have not heard is the effect on
13 the people. People come last. More jobs,
14 more this, bigger bridges, more of this. A
15 hundred years in the future they'll say
16 we're great. It's the people.

17 I've lived to 91 years old because I've
18 depended a lot on doctors that keep pumping
19 me up and sending me back for more, and I
20 love what I'm doing.

21 But I do know that being right there
22 where we are, 127 apartments, I guess it's
23 something like 200 people, we have over five
24 years of drilling to look forward to, five
25 years of air pollution, five years of soil

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2 pollution, five years of lights being on
3 maybe day and night, five years of noise,
4 and the most unhealthy living one can have.

5 It's very doubtful that five years from
6 now I'll be able to stand up here and tell
7 you, let's think a little bit about the
8 people as well, because I live here but I
9 would hope I don't die here before the days
10 I want to die.

11 It's going to be a very unhealthy
12 situation and nobody is giving any
13 consideration to what should be taken care
14 of for the health of the people who will be
15 contaminated by all the stuff going on and
16 the fumes and everything else. I don't have
17 the solution, but I think it's something
18 that should be thought of in advance, what
19 can be done to do something to ameliorate
20 what will be a difficult situation.

21 Obviously, something has to be done
22 about a new bridge. But, obviously, the way
23 this has been shepherded through very
24 quickly has left a lot of questions and
25 doubts. How much will it cost? What other

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2 problems will take place? All things that
3 were brought up tonight by people of skilled
4 knowledge that have given their lives and
5 careers also to thinking about it.

6 So thank you for the privilege of
7 speaking to you, but let's think about the
8 people as well. That's my concern. Thank
9 you.

10 MR. BLOCH: Thank you. We have two
11 more speakers, Bruce Levin and then Randy
12 Glucksman.

13 MR. LEVINE: It's Bruce Levine.

14 MR. BLOCH: Bruce Levine. I apologize.

15 MR. LEVINE: And another member of
16 SAWG, which didn't get to meet last week.

17 Wanted to say a few things very
18 quickly. First of all, I think you need to
19 go forward with this bridge project rapidly.
20 I think the window of opportunity is
21 essential. I'm glad you're building in the
22 future. The Governor will be judged not by
23 the building of this bridge, the Governor
24 will be judged by what happens after, both
25 in planning and in the mass transit and

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2 everything else. So I don't have worry
3 about that.

4 When the Erie Canal was built, they
5 knew that there were going to be obstacles
6 ahead that they didn't know what was going
7 to be involved. They had that Can Do
8 American spirit and they built it. And you
9 should do the same.

10 And I'm a strong supporter of mass
11 transit, as everyone who's been involved in
12 this project for I don't know how many years
13 knows.

14 I do want to raise one environmental
15 issue, which I raised at the scoping, which
16 is climate change. I tried my best to find
17 in this DEIS any mention of it, any mention
18 of what would happen if sea levels rise
19 10 feet, 30 feet, 50 feet. What will it do
20 to the salinity and the chemical content of
21 this water surrounding the bridge? What
22 tidal forces will be changed by that?

23 This is not rocket science. You can do
24 a simple model. I'm sure Columbia
25 Lamont-Doherty can do it for you very

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2 rapidly.

3 But you don't want to build a bridge
4 that's too low. You don't want to build a
5 bridge that doesn't have the right coating
6 or whatever it might take or that can
7 withstand these forces. I did not see it.
8 Maybe I'm wrong. It's a long document. We
9 only had a very short amount of time. But
10 if it's not there, you should get it in
11 there because I know what it is to build
12 something that's obsolete pretty soon. And
13 this is going to take how many years to
14 build? And then you're going to be that
15 much closer. And you have to plan for it.
16 It's not rocket science. It's very
17 straightforward.

18 And there's so many studies on what's
19 going to happen to this. You should be able
20 to utilize what exists now and make sure
21 that your specs that are going to provide
22 the jobs for the people out there, are
23 hopefully going to protect the people in
24 here, but those specs should also work for
25 the commerce of the Hudson for the length of

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2 time that bridge is going to exist.

3 Thank you.

4 MR. BLOCH: Thank you. Our last
5 speaker for this part of the session is
6 Randy Glucksman.

7 MR. GLUCKSMAN: Randy Glucksman,
8 resident of Rockland County. I thank you
9 very much.

10 I, quite frankly, wasn't impressed with
11 the designs that the young fellow showed me
12 in the other room about how the bridge could
13 be made transit ready. Residents on both
14 sides of the Hudson have volunteered untold
15 numbers of hours of their own time attending
16 SAWG meetings, I'm also a SAWG member, and
17 voiced their concerns. And I can tell you,
18 what we look for is not a strictly highway
19 bridge. You could use the plans from all
20 the years of studies for the millions of
21 dollars that were spent by the consultants
22 and use their design.

23 Mr. Anderson, you showed us in
24 Clarkstown Town Hall last year the final
25 designs. Use those designs and build the

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2 bridge.

3 To construct a bridge without commuter
4 rail and bus rapid transit is not acceptable
5 in the year 2012 or for future generations
6 who would use the bridge long after all of
7 us are gone.

8 The replacement bridge must, I repeat,
9 must have both transit options whether or
10 not they are viable on day one.

11 We should be encouraging use of public
12 transportation. That is good
13 transportation. That is good public policy.
14 Please do the right thing and listen to what
15 the public is saying. We need a
16 transit-ready bridge now. Make this a
17 legacy project, something we can be proud of
18 for the future. Thank you very much.

19 MR. BLOCH: Thank you.

20 So that is it for our speakers at this
21 point. We need to take a very quick break
22 so that we can just stretch our legs. So we
23 will come back in about eight minutes and
24 we'll go right into our presentation.

25 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