TAPPAN ZEE HUDSON RIVER CROSSING STUDY

DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING

Westchester Marriott Hotel
679 White Plains Road
Tarrytown, New York
Thursday, March 1, 2012
7:50 P.M.

MICHAEL P. ANDERSON, P.E.,
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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,
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MR. BLOCH: Good evening, everyone. My name is Arnold Bloch. I'm a principal of the firm of Howard/Stein-Hudson Associates. I welcome you to this public hearing, and I do that on behalf of Joan McDonald, the New York State Department of Transportation Commissioner; Thomas J. Madison, Jr., the Executive Director of the New York State Thruway Authority; Jonathan McDade, the Administrator of the Federal Highway Administration's New York Region; and on behalf of Colonel John Boule II, the District Commander of the United States Army Corps of Engineers, New York District.

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

It fulfills the requirements of
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Article 2 of the New York State Eminent Domain Procedure Law for Right-of-Way Acquisitions required for construction, and it's also intended to gather information on an application by the project for a permit from the U.S. Army Corps of Engineers. And you'll hear more about that in a moment.

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

There are many laws and regulations that the EIS, the Environmental Impact Statement, was prepared in accordance with. I'm not going to go into all of those right now, but just to tell you, they have to do with the National Environmental Policy Act of 1969, as amended; Federal Highway's Environmental Impact and Related Procedures; the New York State Environmental Quality
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Review Act; a number of other federal requirements, including the President's Executive Order on Environmental Justice, Section 106 of the National Historic Preservation Act, and Section 4(f) of the U.S. Department of Transportation Act; as well as Title 33 of the Code of Federal Regulations, Part 325, Appendix B; and also in accordance with the National Environmental Policy Act and the Army Corps of Engineers permitting regulations.

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

These public hearings are conducted in order to get information from you, the public, solicit your response to what was in the Draft Environmental Impact Statement.

These meetings provide you one opportunity
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to do that orally or to hand in a comment. You can also mail in comments. And at the registration desk, if you received one of these comment forms, it gives you information on there how to send in comments either by mail, by e-mail, by fax, or you can hand those in tonight.

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

To assist you in preparing any comments, the Draft Environmental Impact Statement document is available for public inspection at a number of sites in the region; town halls, libraries, and so forth. A list of those sites can be found either on our website, which is listed right there in front of you, www.TZBsite.com, or on a board in the main area, or on a sheet of paper that you can pick up from the registration
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desk. And you can also download, review and
download the Environmental Impact Statement
documents from this same website.

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

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

We had a lot of speakers at our first
session, approximately 50. I asked that
they try to keep their comments to two
minutes, and I'm going to ask you the same.
If you feel you cannot do that for whatever
reason, you want to read something or you
have a lot that you really want to say, we
have a second court stenographer who is located in the main area where the boards are. She's in that little room. Anybody can bring you to her. You can sit with her and basically say what you like for as long as you like and she won't stop you. She's already had about 38 people come and talk with her, so if you feel you need to do that, please do. I'm going to ask, though, after two minutes, I'm going to please ask you to wrap up your comments.

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

I do want you to know, oral comments given in this room, given in the other room, and written comments all have the same weight. They will all be collected, they will all be responded to by the agencies. It doesn't matter how you give those
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comments, they have the same value and weight. So the comments will be responded to as part of the Final Environmental Impact Statement.

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

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

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

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

The purpose of today's meeting is to garner your input on the Draft Environmental Impact Statement for this very important
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project. We welcome you and thank you for your attendance.

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

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

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

In addition, numerous other federal and state agencies are playing an invaluable role in this project. Federal agencies
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include the U.S. Army Corps of Engineers, who we welcome here tonight. Other agencies include the U.S. Coast Guard, the New York State Department of Environmental Conservation, and the Office of Parks, Recreation & Historic Preservation, to name a few. The full list of cooperating agencies is available in the Draft EIS.

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

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

MR. ANDERSON: Good evening. Welcome to the public hearing for the Draft Environmental Impact Statement for the
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Tappan Zee Hudson River Crossing Project.

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

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

As far as the main span is concerned, the foundations are unique and need to be replaced. There is a significant number of structural members which need to be replaced or retrofitted. There is a need to provide redundancy on this crossing, and that is not possible with the current bridge. And the bottom line, due to the nature of the bridge's design, certain vulnerabilities will remain for the life of the bridge, even if expensive repairs are undertaken.
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In the approach spans, those sections on either side of the main 1200-foot channel, extensive work is required in those foundations, in the concrete support towers, and the steel framework. Despite the ongoing deck replacement, which has significantly improved the riding surface experience, the structure that supports that new deck continues to deteriorate and face significant problems.

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

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

That same day, the Federal Highway Administration filed a Notice of Intent
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which formally started the Tappan Zee Hudson River Crossing Project.

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

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

We’ve also undertaken additional exploration work to document conditions in the river, and these conditions are necessary to finalize the design and update the environmental impacts in the Final Environmental Impact Statement, and in that regard we began a soil boring program of approximately a $3.4 million contract on January 30th to take an additional 65 soil borings and samples and tests, and we accepted bids for a pile installation demonstration project. The low bidder was
$17.9 million. And I'll speak more about that later.

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

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

Therefore, this project will provide the infrastructure for potential future transit on the new bridge by providing additional width, by providing for increased design loadings, by providing certain constant grades, and potentially spanning the space between bridges at a later date to provide infrastructure for future transit.
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modes. These actions are consistent with the project goal to maximize the public investment in the new crossing.

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

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

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

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

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

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

The Tappan Zee Bridge, which opened in 1955, initially accommodated 18,000 vehicles a day. Today, approximately 138,000 vehicles rely on the bridge on a daily basis.
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The Tappan Zee Bridge is the only limited-access truck route across the Hudson between New York City and Interstate 84, 45 miles to the north in Newburgh. It also serves commercial traffic in New England and points south and west, and also serves motorists and truckers wishing to avoid New York City congestion. The ever-increasing traffic volume, especially of commercial vehicles and trucks, continues to slow traffic and contributes to the structure's deterioration.

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

It has been determined that rehabilitation cannot remedy the existing bridge's vulnerabilities. Replacement is the only reasonable solution. This action satisfies the project need, which is to
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address the bridge's structural, operational, safety, security, and mobility deficiencies.

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

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

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

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

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

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

In the long span option, support piers are approximately 430 feet apart. This results in 32 foundations for each bridge, or 64 additional foundations in the river.
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The short span option at approximately 230 feet requires 58 new foundations for each bridge, for a total of 116 new foundations in the river.

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

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

Cable-stayed, which appears similar to a suspension bridge but performs very differently, is an efficient and widely-used design which can be adapted in an appropriate esthetic for this setting.
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And the arch. Interesting to note that the original design for the Tappan Zee Bridge called for an arch. However, that design was abandoned in favor of the current double cantilever when there were no bidders in 1952 on the original arch contract. However, arch construction has evolved significantly and is now a feasible solution.

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

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

From 2001 to 2009, more than 2700 accidents were documented on the bridge, and this is more than twice the average accident rate for the rest of the Thruway. The replacement bridge proposes a more constant
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and manageable grade than does the existing bridge. This constant grade will improve traffic flow and reduce accidents significantly.

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

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

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

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

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

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

Environment Performance Commitments, EPCs, have been compiled for a wide range of issues.
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With respect to transportation, examples include minimizing detours through residential areas, notification of road closures and detours through a variety of means in advance of the work, and, most importantly, coordinating with the local officials and local agencies on an ongoing basis.

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

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

Submerged archeological resources will be protected during construction.

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

Demolition and modification to affected
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properties are to be carried out quickly, in a workmanlike manner, with minimal impacts, and the sites must be returned to a condition consistent with the adjacent community without delay.

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

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

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

In terms of air quality, contractors must use clean fuels and the best available technologies. All equipment must meet
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United States Environmental Protection Administration Tier 3 Emission Standards or better. There will be a prohibition on idling trucks for more than five minutes, and all reasonable efforts must be taken to reduce the idling of all other diesel equipment which is not road worthy but in use on the site.

Energy and climate change will be addressed.

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

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

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

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

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

Currently, a soil boring sampling and testing program is under way to better define conditions deep in the soil beneath the river. The pile installation
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demonstration project will collect information about the installation of different sized piles at four separate locations. The environmental effects of the pile installation will also be monitored, and this will inform the mitigation efforts.

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

Section 4(f) is the applicable federal regulation regarding the evaluation of publicly owned parks, recreation areas, wildlife refuge areas, or public and private sites of national significance. The requisite 4(f) analysis has been completed and is included in the DEIS.

We look forward to receiving your comments tonight and over the next two
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weeks.

As a reminder, the DEIS can be found on our website or at several locations in the area. Based on comments received and subsequent findings in the DEIS, a Final Environmental Impact Statement will be issued in July. We expect a Record of Decision which will confer final approval and list project requirements and mitigation measures from the Federal Highway Administration later this summer.

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

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

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

The Army Corps of Engineers is here tonight to obtain information and evidence on core concerns to assist in the regulatory review of a permit application submitted by
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the New York State Thruway Authority for the
transportation of approximately
1.5 million cubic yards of dredge material
from the construction of the replacement of
the Tappan Zee Bridge for placement of this
dredge material at the Historic Area
Remediation Site in the Atlantic Ocean.

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

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

The New York District will issue
another Public Notice upon receipt of all
required dredge material test results and
analysis that is ongoing right now. That
future Public Notice will include test data
and a determination whether the dredge
material is suitable for placement at the
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Historic Area Remediation Site.

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

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

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

In accordance with our policy, we allow
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elected and appointed officials to be given
the first opportunity to speak, and others
are then called upon in the order in which
they've registered to speak.

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

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

And if you have written comments, you
may submit them to us, anyone, to myself or
the court reporter or leave them at the
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front desk, at the front reception area.
Please feel free to do so.

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

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

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

So our first speaker for tonight is
Assemblyman Tom Abinanti.

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

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

MR. FLEISCHER: Thank you. My name is
Peter Fleischer. I'm the Executive Director
of Empire State Future. It's a statewide
smart growth advocacy coalition.
I'm reading a statement tonight from Scenic Hudson, which is one of our coalition members.

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

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

An historic opportunity to change the transportation picture in the Hudson Valley for the better presents itself in replacing the TZB. A 21st century solution, meeting the transportation needs of the future by including mass transit, would leave a positive legacy on transportation and land use patterns throughout the region.
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The preferred alternative, simply rebuilding the old span with one extra lane, will not solve the modern regional problems across the corridor. In fact, just two years ago, the DOT Scoping Summary stated that, quote, Mass transit offers the only realistic means of addressing the requirements of improving mobility in the corridor, unquote. It is safe to say that there are no changed circumstances that warrant abandoning that finding.

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

The DEIS only considers two possible alternatives, the proposed Replacement Bridge Alternative and the No-Action Alternative. Other reasonable alternatives, including the immediate addition of mass
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transit and the construction of a tunnel rather than a bridge, are excluded without adequate analysis or justification. Detailed cost and environmental analyzes of these options should be presented in the DEIS before these alternatives are rejected.

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

Thank you.

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

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

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

MR. CECCARELLI: No, the Assemblyman can speak.

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

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

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

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

This may seem like a very small piece of the big, overall project, but I want to
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reiterate what I'm sure were some of the
comments that were made before by residents
of the Quay, Q-U-A-Y, and some other people
who live in the areas. And, again, I want
to make sure that in our overview as we're
looking at the regional picture, we don't
ignore the people who live there.

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

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

As an example, for example, on visual
impact, if you look at the DEIS, there's a
visual simulation from the Quay, but it does
not show the impact on the residents in the
southwest buildings. It appears to be a
tennis court view. And so I think we have
to look at that. Now, I don't know what you
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can do about it, but I think somebody could take a look at it and see if there is a way of designing the bridge so that it doesn't impact them as badly as we're expecting it will.

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

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

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

When you have the southern sweep, by
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the way, I think we also have to be careful
that we're not going to impact during
construction the people who live south of
the bridge.

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

Now, one of the things that I would
like to suggest, and again this is just my
suggestion, but as I look at this, we're
talking about building two new spans at
once. I know the DEIS rejects the concept,
but I believe that it might be possible to
save money and to save impacts to have only
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one new span and use the old Tappan Zee Bridge. I'm one of the people who suggest that we use the old Tappan Zee Bridge for bicyclists, for a park, et cetera. And if you can't use the whole bridge and you have to take down some of it, at least leave some of it up. The other side could be a fishing pier, this side could be a park, or whatever.

But if you don't want to do that and you want to leave the bridge up, then we could possibly use the old bridge as a supplement for one new bridge, which would solve some of the problems that I'm talking about. And you could, for example, use it for what we can't talk about today, mass transit, you could possibly use it for buses, and that would give you more room on the new span to deal with the trucks and the cars and stuff that you have to deal with, and you then wouldn't need a bicycle path on the new one and some of the other walking paths and the other amenities. So I just ask that that be considered. It seemed to
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have been dismissed somewhat out of hand in
the DEIS, but I just ask that those be
reconsidered.

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

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

So thank you very much.

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

MR. RATZKIN: It's Andrew Ratzkin, and
the fault is my handwriting.
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I'm a member of the Village of Hastings-on-Hudson Conservation Commission and I make these comments on behalf of the Village. I'm also a member of the Board of the New York League of Conservation Voters Westchester Chapter. I'm also a daily user of the bridge.

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

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

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

Building with transit would be consistent with numerous federal, state, and
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local policies aimed at reducing dependence
on foreign oil and reducing air pollution
and greenhouse gases, including New York
State's own Climate Action Plan, the
Westchester Action Plan for Climate Change,
federal goals enshrined in the Clean Air Act
and the Transportation Equity Act and
numerous executive orders.

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

In any event, there are good reasons
for questioning whether the bridge as
proposed would be truly transit
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non preclusive. For example, has any
thought been given or planning undertaken to
assure that the bridge will align with the
feasible and optimal rights-of-way for
transit previously determined as a result of
the prior 10 years of planning efforts?
There's no evidence of this in the DEIS.
In addition, the DEIS asserts that the
two spans will be located so that a rail
line could be suspended in between them.
But what happens as the bridge spans
approach land and the gap between them
narrows? Where would the rail fit then? We
can't tell if or how this issue is
addressed.

We're also concerned that the present
approach of labeling the extra width of the
bridge as, quote, emergency lanes, in
addition to the new shoulders, is going to
create problems. This designation could
cause unwarranted fear and concern about the
safety implications if these lanes are later
drawn into transit service.
If the intent is that these lanes are
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to be reserved for transit, the project and the DEIS should say so now.

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

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

As you may know, Hastings has formalized its concerns in a resolution adopted by its Board of Trustees. And many other municipalities have taken similar action. And that resolution will be
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included as part of the official comments.

Thank you.

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

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

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

What kills me, though, is like when I go to the George Washington Bridge and the traffic is backed up way into the Bronx,
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almost to the Yonkers line, and there are signs above the highway saying, Heavy congestion at the George Washington Bridge. Use mass transit. And I always say, what do I do? Abandon my car, jump on a train, and then get to where I have to go?

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

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

These millions in cost overruns that we see, especially with the 287 project right
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now, that money could have been used for
saving the jobs of many teachers that many
municipalities are going to lose, and
improving a lot of our aging infrastructure.

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

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

So as these kids get older and they
join the ranks of the car driving population
with four to six hour commutes sitting
behind the wheel and then having to pay a
toll as a punishment on top of all the
traffic that they have to sit in is what
these kids are going to face. So we should
be telling them this and how eliminating
mass transit from the Tappan Zee Bridge,
like that which was intended for the George
Washington Bridge, was the folly of our
MR. BLOCH: Thank you. Our next speaker, Mark Porterfield, to be followed by Colin Conner.

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

Also, the fact that mass transit has dropped out of the picture to be relegated to some future plan that may or may not happen is a real tragedy in the fact that in the last 10 years that 287 has been reconstructed, no provision has been put
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into that project to allow that mass transit corridor to be continued. Thank you.

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

Roger Ardanonski? No?

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

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

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

I also think that we must consider the fact of the toll. I am going to pay that toll eventually. It used to be a dollar about 10 years ago to go both ways as a commuter. Now it's closer to $5 for me. So I really think we have to keep that into consideration.
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And one thing that I really hope you are careful at is making sure that you really work with your contractors and hold their feet to the fire to get these costs under control.

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

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

I am in favor esthetically of actually taking the other bridge down because I think
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it would interfere with the beauty of this bridge.

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

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

My final comment has to do with just a comment on everybody else's comment. It sounds to me like we're on a very fast track to get this job done. And I think sometimes
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in New York things could take five years to

do or they can take a month. That's the two

sides of the deal. When it really has to

get done, it could get done.

But I think it's very important, people

made some comments here that made a lot of

sense to me, who is a proponent for building

this bridge as soon as possible, that all

these comments are addressed as best as we

possibly can and are answered. Because I

think that's very, very important that

everybody get their comment addressed as

best as we possibly can address it in the

short period of time that we want get this

project underway. Thank you.

MR. BLOCH: Thank you very much. Wanda

Dunlap.

MS. DUNLAP: Good evening. I'm pretty

new to being involved in this and I'm very

concerned. I'm looking at Greenburgh, the

Town of Greenburgh as a whole, and the

Hudson Valley, and the fact that we are an

older suburb with a great proximity to

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

I'm very concerned about the fact that you will build this new bridge and that you also are linking it up with older highways. I drove back and forth to Manhattan on 87, which also needs a considerable amount of repair, and I'm seeing 287 being reconstructed with three lanes in both
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directions, sometimes a five-lane system. I'm wondering, when you finish building this four-lane -- eight-lane highway bridge, what impact is it really going to have? I think you should take some more time and look at that because our old suburbs are being abandoned for newer, bigger suburbs and they're getting highway money to build new infrastructures further away from the city.

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

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

I'm also concerned about what our
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property values are going to look like when more and more people are able to come into the area.

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

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

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

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

So with all of this new development,
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we're really destroying what is the beautiful Hudson Valley. Thank you very much.

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

Did you want to speak again?

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

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

MR. VOGEL: Ken Vogel. Based on what I heard of your comments at the beginning, because I missed it during the first session, I wanted to say I'm a proponent for a cable-stayed bridge. And it's an interesting reason, especially since, Michael Anderson, you're from Region 8, I believe, up in Poughkeepsie. The reason I say cable-stayed is because I believe County Route 11 in Dutchess County never got built, which means the cable-stayed bridge going from New Paltz over to Dutchess County on 199 never got built, primarily because IBM pulled out and took their 10,000 jobs
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elsewhere. And I just wanted to make sure you got that point of view with all the businesses that you have along 287, the way everybody is starting to work off of internet instead of going actually to an office building and what have you.

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

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

Thanks a lot.

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

Thank you very much.

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

____________________________
Kathleen Stala

Kathleen Stala