

NEW YORK STATE THRUWAY AUTHORITY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO-NORTH RAILROAD

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ALTERNATIVE ANALYSIS
ENVIRONMENTAL IMPACT STATEMENT
TAPPAN ZEE BRIDGE/I-287 CORRIDOR
SCOPING SESSION

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Sleepy Hollow High School
210 North Broadway
Sleepy Hollow, New York
January 14, 2003

B E F O R E:

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MR. WAITE: Good afternoon. I'm Chris Waite from the Thruway Authority, the Executive Project Manager for the study, and we have a formal presentation, but before we do that, I'd like to first introduce Assemblyman Richard Brodsky, who would like to address the group.

MR. BRODSKY: Thank you, Mr. Waite. I would not have made such a request absent a personal matter that makes my appearance at a wake at 5:00 indispensable. I assume that my comments today will be made part of the official record of the hearing.

MR. WAITE: Yes.

TZ-001T

MR. BRODSKY: And I very much appreciate the courtesies extended to me, as I very much appreciate seeing my former colleague and friend Mark Herbst -- where is Mark -- - who served with great distinction in the Legislature, and is now apparently setting his sights on Westchester as the project --

MR. HERBST: Planning.

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MR. BRODSKY -- Planning Coordinator,
and I'm sure he'll be a great asset to the
community and to the process.

Thank you very much for this
opportunity to share with you said
thoughts about the proposed Tappan Zee
Bridge I-87 Corridor configuration. This
is a scoping session, and, accordingly,
I'm going to submit a detailed list of
issues that need to be considered. I want
to run through them very briefly, and then
make an additional brief comment.

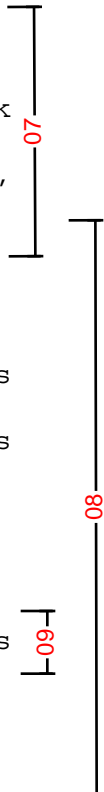
The analysis of the proposed project
must include impacts of any proposals upon
compliance with Clean Air Act
requirements; impacts -- compliance with
Clean Water Act requirements; existing
future and long-term traffic impacts of
287/87 Corridor, growth inducing aspects
of the project; growth inducing aspects of
the project as far as the green impact on
communities adjacent to and along the
Corridor, and related environmental
impacts caused by such growth.

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The impacts and value of reliable light rail system connecting eastern bank of the Hudson River with the Metro-North, Harlem and Hudson Lines. The environmental impacts of construction of new structures and impacts on communities of the construction process. The impacts on the River, especially the disturbance of river sediments, which include PCBs. Impacts on the Port of New York. Impacts on the Super Fund Cleanup of the Hudson River. Impacts on economic and environmental fisheries. Visual impacts on the Hudson River. Impacts on Tarrytown and adjacent towns or otherwise altering the current footprint. Social, economic, cultural and recreational impacts during the construction phase. Economic impacts with respect to fare changes. And the economic, scenic, cultural and other environmental impacts of creating a green way open space corridor by construction of all or portions of the project underground from the River to the Connecticut border.



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In many ways this has been a project in search of a rationale. The Authority and the other meetings with Director Platt and others indicated this was not a capacity and expansion and improvement project concept. If not, it is a reconstruction of the bridge, because the bridge is in danger of not lasting. That seems to me to be an economic calculation of the most simple kind. But it is also an opportunity to exercise our vision and to see whether or not we can think outside the conventional box about a transportation corridor that will have beneficial social and environmental impacts. Those impacts need to consider the extraordinary opportunities presented by burying this road from the banks of the Hudson to the Connecticut border or parts thereof. And the creation thereby of a huge new social, economic and community asset in the lands now unusable by virtue of the fact that they're paved or elevated.

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The tunnel concept represents an extraordinary visionary opportunity to think large. We either ought to exercise our vision or go to the cheapest alternative. And the planning process, the scoping process for this NEPA and SEQRA process we're in, must include the widest range of those visionary alternatives, as well as the easier, more accessible alternatives that are more clearly defined at this point. It would be a mistake to cut the baby in half. At this point in the process, knowing less than we'll know later on, we should either go for the most cost effective or cheapest alternative with respect to the bridge or plan for a visionary future that allows us to reclaim the center and heart of Westchester County of the existing roadway structure with a light rail and auto truck underground pathway.

I have been urged to point out that the big D, which is a model of some sense of what can happen, is not the correct

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model because it's a dig and cover. While what we're talking about here would be an actual tunnel. And I did want to make that distinction.

With that as my opening comments, with what I hope will be a long-term cooperative effort, I would like to thank the Authority and participating agencies and for the courtesies offered to me today for the statement. I am very grateful.

Thank you very much.

MR. WAITE: Thank you. Thank you, Mr. Assemblyman.

As I've said, I'm Chris Waite, the Project Manager. I'd like to welcome you here and formally open this Public Scoping session for the Tappan Zee Bridge/I-287 Environmental Review.

Let me begin with some introductions. First, our Deputy Project Manager, Janet Mainiero from MTA Metro-North Railroad. And I'd also like to introduce the representatives from the Federal joint lead agencies. Dave Nardone