Chapter VIII  
Agency Coordination and Public Outreach

A. INTRODUCTION AND PURPOSE

The agency coordination and public outreach program for the Kosciuszko Bridge Project was established to ensure that the Environmental Impact Statement (EIS) process would be supported by a comprehensive and extensive program of public outreach and involvement activities. The program, which was initiated in late 2001 and continued through the 68-month scoping and EIS processes, was developed in full compliance with federal and state public involvement regulations and significantly exceeded the requirements of the National Environmental Policy Act of 1969, (NEPA) and the State Environmental Quality Review Act (SEQR) for preparation of an EIS. In addition, the public outreach program was developed and implemented in full compliance with environmental justice requirements, as detailed in Chapter IV.B.1.h of this document. It was specifically designed as an open and ongoing process aimed at establishing and maintaining effective dialogue between interested and involved constituencies, stakeholders and public agencies.

The program's principal objective was to facilitate open lines of communication and information-sharing, active engagement, and maximum participation of the public throughout the scoping process, Alternatives Analysis, development of the Draft EIS (DEIS), and public comment period of the DEIS. This was achieved through a cooperative approach that involved city, state, regional and federal agencies; elected officials; community boards (CB); civic organizations; residents; business interests; regional transportation and environmental groups; and other interested stakeholders and constituencies.

Interactive components of the program included large public forums, small group meetings and presentations, regular meetings of the project’s Stakeholders Advisory Committee (SAC), and outreach to potentially affected businesses. Informational components included regular updates of a project website and widespread distribution of materials—including two project newsletters and a fact sheet to a mailing list of several hundred individuals and organizations. Additional materials, including Frequently Asked Questions (FAQ) documents, were distributed to residents and businesses in the vicinity of the Kosciuszko Bridge.

By implementing these and other activities to involve the public throughout the EIS process, the program aimed at building consensus for advancement of an alternative that would meet the transportation, environmental, recreational, open space, economic, and community needs of the diverse stakeholders it was designed to serve. Significant elements of the program are described below. Materials referenced in this chapter are found in Appendices S and T.
B. AGENCY COORDINATION

B.1. Cooperating Agencies

Cooperating Agencies are city, state, regional or federal agencies that have a direct and vested interest in the project and its effects. The guidance and technical expertise provided by Cooperating Agencies ensure that alternatives are developed in accordance with applicable regulations and that the DEIS covers all relevant issues.

Because the Kosciuszko Bridge Project may affect navigation and water quality in Newtown Creek, as well as local wildlife and habitat, the New York State Department of Transportation (NYSDOT) invited three agencies with jurisdiction over these issues to become Cooperating Agencies: the United States Army Corps of Engineers (USACE), the United States Coast Guard (USCG) and the New York State Department of Environmental Conservation (NYSDEC). USCG and USACE were designated Cooperating Agencies and have worked closely with NYSDOT throughout development of the DEIS and Final Environmental Impact Statement (FEIS). NYSDEC, while not a Cooperating Agency, has also met with NYSDOT several times to discuss environmental and permitting issues, including those related to Newtown Creek. All three agencies are members of the Inter-Agency Advisory Committee (IAAC) (see Section B.2.).

B.2. Inter-Agency Advisory Committee

The IAAC was established to complement the SAC and support development of the EIS through communication and coordination between NYSDOT, the Federal Highway Administration (FHWA) and other agencies and major utilities in the project area. The IAAC includes representatives of:

- USACE
- USCG
- Metropolitan Transportation Authority (MTA) – Bridges and Tunnels
- MTA – Long Island Rail Road
- MTA – New York City Transit
- New York Metropolitan Transportation Council (NYMTC)
- Port Authority of New York & New Jersey
- NYSDEC
- New York City Department of City Planning (NYCDCP)
- New York City Department of Environmental Protection (NYCDEP)
- New York City Department of Health
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- New York City Department of Parks and Recreation (NYCDPR)
- New York City Department of Sanitation (DSNY)
- New York City Department of Transportation (NYCDOT)
- New York City Economic Development Corporation (NYCEDC)
- New York City Fire Department (FDNY)
- New York City Police Department (NYPD)
- Brooklyn Borough President’s Office
- Queens Borough President’s Office
- Brooklyn CB #1
- Queens CB #2
- Queens CB #5
- Con Edison
- KeySpan
- Verizon
- Christine Holowacz (SAC member - Brooklyn)
- Anthony Nunziato (SAC member - Queens)

The initial meeting of the IAAC, held on June 24, 2003, introduced the project to member agencies and organizations. The agenda included a presentation regarding the purpose and function of the IAAC, project boundaries, the public outreach program, and the Alternatives Analysis and environmental review processes. The second meeting, held on June 16, 2004, was scheduled to provide a project update and overview of the alternatives to be studied in the DEIS and to discuss inter-agency coordination on the project. The third meeting, held on November 10, 2005, included a presentation on the highway alignments for each of the Build Alternatives, results of traffic analyses, and a review of agency coordination and public outreach. The fourth meeting, held on March 27, 2007, provided a detailed review of the DEIS. Minutes of all meetings, along with a list of IAAC members, may be found in Appendix S.

B.3.  Other Agency Meetings

While inter-agency coordination was an important aspect of the project from the beginning, it became more critical during the development of the DEIS. Throughout the EIS process, the Project Team met frequently with city, state, regional and federal agency staff to discuss specific technical and regulatory issues. These meetings are summarized below:
- **NYCEDC**
  Purpose of Meetings: To discuss the agency’s proposed Cross Harbor Freight Movement Project, which would include construction of a truck-rail intermodal facility near the Kosciuszko Bridge in Maspeth.

- **NYCDCP**
  Purpose of Meetings: To discuss the agency’s rezoning plan for Greenpoint/Williamsburg and its potential impact on the Kosciuszko Bridge Project; to discuss possible coordination between NYSDOT and NYCDCP on the development of street end parks in Queens; and to provide comments on the proposed de-mapping of a local street in the vicinity of the Kosciuszko Bridge.

- **NYCDEP**
  August 24, 2004
  Purpose of Meeting: To discuss drainage issues in the industrial area surrounding the Brooklyn side of the bridge.

- **NYCDPR**
  Purpose of Meetings: To identify all NYCDPR properties within the project area; to discuss potential project impacts on these properties, particularly Sergeant William Dougherty Playground in Greenpoint, Brooklyn; and to explore possible mitigation options.

- **NYCDOT**
  Purpose of Meetings: To update NYCDOT’s Office of Construction Mitigation and Coordination (OCMC) on the status of the project; to review the potential effects of alternatives on local streets; and to discuss design and construction issues related to the local street network.

- **DSNY**
  March 16, 2005 and December 14, 2006
  Purpose of Meetings: To discuss the agency’s Comprehensive Solid Waste Management Plan, particularly as it relates to waste transfer stations in the project area, and to review the potential impacts of each project alternative on these facilities.

- **NYMTC**
  April 14, 2005
  Purpose of Meeting: To discuss using the agency’s Best Practice Model in the project’s traffic forecasting.

- **NYSDEC**
  April 20, 2005 and May 6, 2005, and June 6, 2005
  Purpose of Meetings: To discuss issues related to the DEIS, including dredging, stormwater management, ecological concerns, and mitigation of impacts; NYSDEC permitting requirements; and the status of ongoing remediation projects in the vicinity of the Kosciuszko Bridge.
- **USACE and USCG**
  
  May 12, 2005
  
  Purpose of Meeting: To review USACE and USCG permitting requirements and to discuss DEIS issues that fall under these agencies’ jurisdiction, including dredging, bulkhead repair and other construction activities in Newtown Creek, lowering of the bridge and ecological concerns.

- **United States Environmental Protection Agency (USEPA)**
  
  June 21, 2005 and May 17, 2007
  
  Purpose of Meetings: To discuss issues that fall under the jurisdiction of, or are of interest to, USEPA (including construction activities in Newtown Creek, air quality, wildlife and habitat, stormwater management and regulatory matters) and to provide a project overview to representatives of USEPA’s Environmental Review Section. This focused on potential impacts of the build alternatives on Newtown Creek and areas adjacent to the creek.

- **New York City Mayor’s Office of Industrial and Manufacturing Businesses**
  
  July 26, 2005 and November 6, 2006
  
  Purpose of Meetings: To provide project briefings to the agency’s director and the director of the Maspeth Industrial Business Zone and to discuss potential impacts to industrial and manufacturing businesses within the project study area.

- **FDNY**
  
  November 3, 2005
  
  Purpose of Meeting: To provide the Bureau of Fire Communications with a project briefing.

**B.4. Correspondence and Informal Contacts**

From the beginning of the scoping process through development of the FEIS, NYSDOT maintained contact with local, state, regional and federal agencies through formal correspondence, e-mail, and telephone conversations. Formal inter-agency correspondence is summarized below:

- **Various Agencies**
  
  December 14, 2001
  
  Subject of Correspondence: Letter requesting existing data related to traffic operations and transportation system characteristics within the project area.

- **NYCDOT – Division of Bridges**
  
  September 17, 2002
  
  Subject of Correspondence: Letter requesting information regarding movable bridge openings and navigation on Newtown Creek.

- **NYSDEC**
  
  
  Subjects of Correspondence: Invitation to become a Cooperating Agency and IAAC member; request for information regarding the presence of aquatic populations within the project area; and request for information related to construction-period dredging and post-construction stormwater quality.
- **USACE**
  May 20, 2003, March 25, 2005, and June 1, 2005
  Subjects of Correspondence: Invitations to become a Cooperating Agency and IAAC member and invitation to a meeting to discuss issues regarding future bridge construction and potential impacts on Newtown Creek.

- **USCG**
  May 20, 2003
  Subject of Correspondence: Invitation to become a Cooperating Agency and IAAC member.

- **Various Agencies**
  March 3, 2004
  Subject of Correspondence: Request for information on future planned projects and land use development that might affect traffic in the project area.

  Subjects of Correspondence: Requests for information regarding the presence of any threatened or endangered species, critical habitat, etc. in the project area and for additional information regarding endangered or threatened marine species that may be in the project area; and description of measures to avoid, mitigate or offset the impact of the project alternatives on Essential Fish Habitat.

- **United States Fish and Wildlife Service (USFWS)**
  November 9, 2004
  Subject of Correspondence: Request for information on the presence of any threatened or endangered species, critical habitat, etc. in the project area.

- **New York State Office of Parks, Recreation & Historic Preservation - New York State Historic Preservation Office (NYSHPO)**
  Subjects of Correspondence: Initiation of Section 106 consultation; request for concurrence on proposed Areas of Potential Effect for both architecture and archaeology; and submittal of Cultural Resources Survey Report and Cultural Resources Effects Report; Cultural Resources Findings Documentation; and Cultural Resources – Supporting Material Finding Documentation.

- **NYCDPR**
  August 16, 2005 and February 7, 2006
  Subjects of Correspondence: Initiation of formal 4(f) review process and request for a Determination of Significance on known parcels owned by NYCDPR within the project limits that may be impacted.

- **USEPA**
  June 13, 2006
  Subject of Correspondence: Request for concurrence on “No Adverse Effects to Sole Source Aquifer” determination.
The above-referenced letters and agency responses, as well as other agency correspondence, may be found in Appendix R.
C. PUBLIC OUTREACH PROGRAM ELEMENTS - INTERACTIVE

C.1. Scoping Activities

Between November 2001 and July 2002, NYSDOT conducted an intensive scoping process. As mandated by NEPA and SEQR, scoping is designed to identify the purpose and need; range of alternatives; and transportation, social, environmental, and economic issues to be evaluated in the EIS. Most importantly, the scoping process creates opportunities for all interested individuals and organizations to participate in the earliest phases of decision-making on a project, allowing them to raise issues and options that should be considered in the EIS before the work has progressed to a point where incorporating new ideas is difficult. In identifying key concerns, the scoping process may also serve to focus the EIS and make it a more efficient document.

Scoping activities for the Kosciuszko Bridge Project included small group briefings, meetings with elected officials and community board representatives, bus tours, Open Houses and public scoping forums. These activities were successful in introducing a broad range of constituencies to the overall project and the planning, engineering and environmental studies that would guide the selection and evaluation of alternative designs for the rehabilitation or replacement of the Kosciuszko Bridge.

C.1.a. Open Houses

During February and March 2002, NYSDOT hosted three informational Open Houses to introduce residents of Brooklyn and Queens to the project and to begin identifying significant issues to be addressed in the EIS. These meetings were held on:

- February 21st at P.S. 199 in Long Island City, Queens
- February 27th at St. Cecilia’s Roman Catholic Church in Greenpoint, Brooklyn
- March 21st at St. Teresa’s Roman Catholic Church in Woodside, Queens. This additional Open House was scheduled at the request of New York State Assemblywoman Catherine Nolan.

The Open Houses were attended by approximately 160 persons. They were conducted in an informal manner that encouraged attendees to view displays and discuss their questions and concerns with Project Team members on a one-on-one basis. The displays, which were exhibited throughout the meeting areas, illustrated and described the project site, current conditions and EIS process. The Open Houses also included brief informal presentations that were followed by question and discussion periods. Comment forms were distributed at each Open House; 31 were completed and returned.

The Open Houses played an important role in the early stage of scoping by allowing the Project Team to identify and document significant project issues and community concerns. Among the comments were recommendations for specific alternatives; concerns about environmental impacts, traffic impacts (especially the diversion of trucks to local streets), and property takings; and requests for a community engineer.
Meeting reports detailing the questions and comments raised may be found in Appendix S.

C.1.b. Public Scoping Meetings

The Kosciuszko Bridge Project was officially introduced to the general public at two Public Scoping Meetings in 2002. The first was held on May 14th from 3 p.m. to 9 p.m. at Martin Luther High School, Maspeth, Queens. The second was held on May 21st from 3 p.m. to 9 p.m. at St. Cecilia’s Roman Catholic Church, Greenpoint, Brooklyn. The Scoping Meetings and their accompanying Open Houses served as an integral part of the ongoing scoping process by providing the public with an overview of the Kosciuszko Bridge EIS process and approach, as well as an opportunity to help frame the scope of work for the EIS studies.

Thirty-four people attended the Queens Scoping Meeting, including community residents and representatives of FHWA, NYCDOT, NYCDCP, the New York City Mayor’s Community Assistance Unit, Queens Borough President Helen Marshall, New York State Assemblywoman Margaret Markey, Queens CB #5, Calvary Cemetery, Citizens of Maspeth and Elmhurst Together (COMET), and the Maspeth Chamber of Commerce.

The Brooklyn Scoping Meeting drew 55 people, including community residents and representatives of NYPD, NYCDOT, NYCDCP, Brooklyn CB #1, Brooklyn Borough President Marty Markowitz, Congresswoman Nydia Velazquez, New York State Assemblyman Joseph Lentol, New York City Councilman David Yassky, the East Williamsburg Valley Industrial Development Corporation (EWVIDCO), St. Cecilia’s Roman Catholic Church and several neighborhood associations.

Formal presentations at 4 p.m. and 7 p.m. at each meeting included an overview of the project’s purpose and need, introduction of the Project Team, explanation of the DEIS process and a description of the public outreach program. These presentations were followed by public comment periods to receive input from all persons who wished to testify.

The resulting oral testimony, along with comment sheets and written statements that were submitted subsequent to the meetings, provided important feedback regarding the scope of the EIS and other issues of concern to local and regional constituencies. Comments fell into a number of major, and occasionally overlapping, categories including traffic and transportation; construction impacts; coordination with other agencies, projects and plans; the EIS process; environmental impacts; property takings; community outreach; and recommendations for bridge alternatives. The comments are summarized by issue in Section C.1.e.

The Open House portion of the Scoping Meetings provided the public with the opportunity to discuss the project on a one-on-one basis with agency and consultant staff. Graphic displays included aerial photographs; maps of the Kosciuszko Bridge and the project’s Primary and Secondary Study Areas; illustrations of current bridge conditions; charts describing project background, schedule and process; lists of the project Goals and Objectives and the categories of bridge alternatives; and a summary of the public outreach program. Handouts included an agenda; copies of the Draft NEPA Scoping Memorandum (in English, Italian, Polish and Spanish); biographical information about Thaddeus Kosciuszko; and comment sheets. Small-scale copies of the presentation boards were also available upon request.

In an effort to notify the broadest number of people, the Scoping Meetings were advertised in nine citywide, local and foreign language (Italian, Polish, Spanish) publications. In addition, the project’s Draft NEPA Scoping Memorandum was sent to approximately 400 people on the
project mailing list and 1,500 flyers announcing the meeting, in English, Italian, Polish and Spanish, were distributed at community facilities in Brooklyn and Queens. At each scoping session, translators were available to assist meeting participants. Both proceedings were audiotaped and recorded by a stenographer.

All documents related to the Scoping Meetings may be found in Appendix S.

**C.1.c. Small Group Meetings and Presentations**

The scoping process also included 21 meetings with elected officials, community board representatives and local organizations. These meetings, which were held in Brooklyn and Queens, ranged from small informal discussions with civic leaders and elected officials to larger more formal presentations to broader audiences. All meetings were highly interactive, giving participants the opportunity to ask questions and raise concerns, and allowing the Project Team to learn about local issues. The following is a list of small group meetings held during the scoping process:

- Queens CB #2 (w/ District Manager) November 13, 2001
- Queens CB #5 (w/ District Manager) November 15, 2001
- Brooklyn CB #1 (w/ 2 Board Members and local resident) November 19, 2001
- Newtown Creek Water Pollution Control Plant - Community Liaison Office December 5, 2001
- EWVIDCO January 10, 2002
- Agencies/Elected Officials Scoping Meeting January 14, 2002 (Representatives of city, state and federal agencies; Assemblywoman Nolan; Congresswoman Velazquez; Queens & Brooklyn Borough Presidents’ offices; United Forties Civic Association.)
- Maspeth Chamber of Commerce January 16, 2002
- West Maspeth Local Development Corporation January 24, 2002
- Brooklyn CB #1 Full Board February 5, 2002
- Brooklyn CB #1 District Service Cabinet February 21, 2002
- Queens CB #2/United Forties Civic Association March 19, 2002
- Queens CB #5 Transportation Committee March 26, 2002
- Assemblyman Lentol/Brooklyn CB #1 March 28, 2002
- Queens CB #2 Transportation Committee April 9, 2002
C.1.d. **Bus Tours**

In an effort to become more familiar with local concerns and conditions, the Project Team conducted mini-bus tours with residents of Greenpoint, Brooklyn; Maspeth, Queens; and Woodside, Queens on April 24th, June 27th and July 15, 2002, respectively. These tours added a critical dimension to the scoping process by allowing first-hand observation and commentary on issues such as land use adjacent to the Kosciuszko Bridge, traffic patterns on ramps leading to the bridge, traffic congestion on local streets, and proposed commercial and industrial development in the study area.

C.1.e. **Issues Raised During Scoping Process**

The principal issues and concerns raised during the scoping process are described below. A *Summary Report of the Scoping Process*, which was distributed in January 2003, includes a synopsis of all comments received during scoping, along with a list of the individuals and groups that submitted oral or written comments. It may be found in Appendix S.

**TRAFFIC AND TRANSPORTATION**

The single biggest concern to community members on both sides of the bridge is traffic, especially truck traffic on local streets. Greenpoint, Brooklyn, which is bordered by the East River and Newtown Creek, and West Maspeth, Queens, which lies directly north of Newtown Creek, are two of the most active industrial areas in New York City, home to large companies such as UPS and Canada Dry, as well as citywide facilities, including several waste transfer stations. This industrial activity, combined with conditions on the bridge that create congestion and encourage drivers to find alternate routes, has resulted in heavy truck traffic on residential and local commercial streets. Throughout the scoping process, residents and elected officials described the negative impact of truck traffic on public safety, mobility, roadway surface, air quality, the value and integrity of homes and overall quality of life. In particular, the safety of children was a significant concern.

Residents and elected officials also emphasized the need to create or enhance alternative modes of transportation, including bicycle and pedestrian access and improvements to mass transit. Several persons questioned the safety and structural condition of the existing bridge.
CONSTRUCTION IMPACTS

Many people expressed concern about the effect of any potential bridge construction on traffic patterns, fearing that detours would re-route trucks through already congested local streets. Specific suggestions were made regarding detour routes that would minimize traffic in the community. Construction-related issues included environmental impacts (noise, dust and paint removal); decreased property values during construction; and protection of nearby cemeteries.

COORDINATION WITH OTHER AGENCIES, PROJECTS AND PLANS

The need to coordinate work on the Kosciuszko Bridge with other private and public projects was stressed throughout the scoping process. In particular, issues concerning future traffic conditions and land uses related to the Cross Harbor Freight Movement Project's proposed intermodal facility in Queens were raised on several occasions. Meeting participants also referred to other pending bridge projects (e.g., the rehabilitation of the Grand Street Bridge) and the need to avoid closing lanes on more than one bridge at the same time.

EIS PROCESS

The most frequently raised issue related to the EIS process involved three requests to expand the study area. Among other comments was the recommendation to include community board representatives on the IAAC.

ENVIRONMENTAL IMPACTS

Comments about environmental issues fell into three broad categories: human health and safety; the natural environment; and mitigation/public amenities, including access to the waterfront, improvements to local parks and tree planting.

Environmental and health issues were raised by many participants and included concerns about noise, vibrations, exhaust fumes and high rates of respiratory and other diseases. USFWS submitted written comments recommending that the EIS include information regarding the impact of the project on aquatic resources.

PROPERTY TAKINGS

In meetings and written comments, many people expressed concern about the taking of residential and/or commercial property. It was noted that numerous businesses and homes were displaced during the construction of the Brooklyn-Queens Expressway (BQE) in the 1950s and 1960s, significantly affecting middle class neighborhoods in the area.

COMMUNITY OUTREACH

Comments regarding the community outreach program included suggestions for the formation of a SAC and the need for a community engineer who would act as an independent liaison between NYSDOT and project constituencies and stakeholders.
BRIDGE ALTERNATIVES

Although there was no clear consensus regarding the future of the Kosciuszko Bridge, numerous comments referenced specific alternatives. These included recommendations to build a new bridge, repair the existing bridge, build a lower bridge, and keep the bridge at the same height. A double-decker bridge was suggested, as well as replacement of the bridge with a tunnel. Relieving traffic congestion and avoiding property takings were the only common themes.

OTHER

Comments in this category were diverse, but included a few common concerns, specifically NYSDOT’s ability to complete the project and the effect of proposed commercial and industrial development on traffic and quality of life.

C.2. Stakeholders Advisory Committee (SAC)

Early in the project, NYSDOT made a commitment to form a SAC that would advise the Project Team throughout all aspects of the EIS process. Because the Kosciuszko Bridge links two boroughs and several distinct neighborhoods, NYSDOT sought to establish a broad-based, yet cohesive committee that would be small enough to work effectively as a team, yet still represent all potentially affected stakeholders and constituencies. After consulting with local leaders, including the Brooklyn and Queens Borough Presidents’ Offices, NYSDOT developed a list of invitees that included federal, state and local elected officials; community board chairs; business interests; civic organizations; affected residents; and regional transportation groups. The SAC now includes the following members. Current representatives and alternates are shown in parentheses.

- FHWA (Thomas Breslin)
- NYSDOT (Robert Adams)
- NYCDOT (Muhammad Afzal, Moshe Strum, Mousa Nazif)
- NYCDPR (Ellen Macnow)
- Brooklyn CB #1 (Vincent Abate, Gerald Esposito, Philip Caponegro)
- Queens CB #2 (Joseph Conley, Debra Markell)
- Queens CB #5 (Vincent Arcuri, Gary Giordano)
- Congresswoman Nydia Velazquez (Evelyn Cruz)
- New York State Senator Martin Connor (Naftali Ausch)
- New York State Senator Martin Malave Dilan
- New York State Senator Serphin Maltese (Rosemarie Iacovone)
- New York State Senator George Onorato
- New York State Assemblyman Joseph Lentol (Theresa Cianciotta)
- New York State Assemblyman Vito Lopez
- New York State Assemblywoman Margaret Markey (Welland Fuller)
- New York State Assemblywoman Catherine Nolan (San Vargas)
- Brooklyn Borough President Marty Markowitz (Alvin Goodman)
- Queens Borough President Helen Marshall (Thomas Campagna, Mark Scott)
- New York City Councilman Eric Gioia (Zoe Epstein)
- New York City Councilwoman Melinda Katz (Jay Bond)
- New York City Councilwoman Diana Reyna
- New York City Councilman David Yassky
- Acme Architectural Products (Marc Teich)
- Automobile Association of America (Christopher McBride)
- COMET (Rosemary Felle)
- Concerned Citizens of Greenpoint (Irene Klementowicz)
- EWVIDCO (Karen Nieves)
- Greenpoint Property Owners (Christine Holowacz)
- Greenpoint Waterfront Association for Parks and Planning (GWAPP) (Michael Hofmann, Laura Hofmann)
- Karp Associates (George Kosser)
- Long Island City Business Development Corporation (Gayle Baron)
- Maspeth Chamber of Commerce (Anthony Nunziato, MaryAnna Zero)
- Meeker Avenue/Apollo Street Block Association (Mary Gottlieb, Noemi Tiniski, Steven Tiniski)
- Newtown Creek Monitoring Committee (Christine Holowacz, Dorothy Swick)
- Oak Street Block Association (Ed Michaleski)
- OUTRAGE (Alison Cordero, Joe Reemmer)
- Sagres Partners, LLC (Philip Galasso)
Since its first meeting in September 2002, the SAC has played a vital role in shaping the EIS process and moving the project forward. One of the first tasks of the Committee was to work with NYSDOT to establish a comprehensive set of project Goals and Objectives. These reflect community and NYSDOT priorities for both the Kosciuszko Bridge and its surrounding neighborhoods and have guided decision-making throughout the EIS process. (The full set of Goals and Objectives may be found in Appendix S.)

The SAC also worked closely with NYSDOT during the two-step Alternatives Analysis process. During this 16-month effort, the Committee provided feedback on the preliminary “Long List” of alternatives; assisted with the development of screening criteria to evaluate each alternative; and participated in Level 1 and Level 2 screening, which reduced the number of project alternatives from 26 (long list) to 12, and then to a short list of the No Build and five Build Alternatives studied in the DEIS. As the project progressed, the SAC became increasingly involved in evaluating the alternatives selected for analysis in the DEIS by providing input on transportation and highway design issues; reviewing data; and participating in discussions on the entire range of DEIS issues. Finally, the SAC plays a crucial role in the public outreach program, serving as ambassadors to the community at large and sharing local concerns with the Project Team.

SAC meetings, which are open to the public, are generally held on a monthly basis. As of August 21, 2008, the Committee had met 36 times, and had participated in the following discussions and activities:

- SAC Organization and Management
- Overview of the EIS Process
- Project Goals and Objectives
- Community Advisor
- Introduction to Alternatives Analysis Process
- Presentation of Long List of Alternatives
- Level 1 and Level 2 Screening Criteria
- Level 1 and Level 2 Screening
- Traffic Primer
- Traffic Data Collection
- Traffic Analysis and Simulation
Results of Traffic Analysis

Planned Developments in Project Study Area

Air Quality Analysis

Noise Monitoring and Analysis

Results of Noise Analysis

Results of Contaminated Materials Investigation

Parks and Environmental Enhancements/Section 4(f) Process

Community Facilities

Bridge Types and Construction Impacts/Bridge Primer

Visual Resource Assessment

Drainage Issues

Highway and Transportation Design Issues

Highway Alignments and Property Impacts

Cultural and Historic Resources

Water and Ecology

Construction Methods and Impacts

Air Quality and Soil Gas Survey Results

Comparison of Economic Impacts, by Alternative

Review of DEIS

Section 106 Coordination Issues

Copies of all SAC documents, including meeting minutes, membership list and Operational Guidelines, may be found in Appendix S.

C.3. Additional Activities

C.3.a. Public Information Meetings

In addition to the Open Houses held during the scoping process, Public Open Houses were held upon completion of Level 1 and Level 2 of the Alternatives Analysis process and during preparation of the DEIS. Because the project will impact constituencies on both the Brooklyn and Queens sides of the bridge, each set of Open Houses involved one meeting in each borough. A summary of the Open Houses is provided below. All related documents, including
newsletters, flyers, advertisements, letters of invitation, handouts, and meeting reports, may be found in Appendix S.

2003 OPEN HOUSES

Public Open Houses were held on November 20, 2003 at Martin Luther High School in Maspeth, Queens and December 2, 2003 at Automotive High School in Greenpoint, Brooklyn to present the results of Level 1 screening. In preparation for the Open Houses, letters of invitation, along with a newsletter that featured a “Save the Date” announcement, were mailed to nearly 800 individuals, organizations, community facilities, agencies and media outlets. At the request of several individuals and representatives of civic organizations, including Queens CB #2, approximately 2,800 flyers and 300 newsletters were also provided for local distribution. Display advertisements were placed in eleven citywide, community and foreign language (Italian, Polish, and Spanish) newspapers.

Both meetings opened with an informal session at which people could view informational displays and speak with members of the Project Team. During the presentation that followed, Project Team members explained the EIS process and the public outreach program and reviewed the alternatives currently under consideration. SAC members offered opening remarks and described the Committee’s role in the project. The meetings concluded with a question and discussion period. The formal presentation and discussion sessions of each meeting were audiotaped.

Handouts, including the October 2003 Project Update; graphics of the alternatives under consideration; and a comment sheet, were distributed to all meeting attendees. Approximately 40 people attended each Open House, including representatives of FHWA, NYSDEC, NYCDOT, NYCDEP, NYCDCP, DSNY, FDNY, Queens CBs #2 and #5, Congressman Jerrold Nadler, Borough President Markowitz, New York State Senator Maltese, New York State Assemblyman Lentol, and several community organizations.

Major issues raised in Queens included traffic flow, the impact of each alternative on residential properties, and the effect of the Cross Harbor Freight Movement Project on the community and on the Kosciuszko Bridge Project. The single biggest concern among Brooklyn attendees was the impact of each alternative on commercial and residential properties.

Documentation of the Open Houses was provided by means of a meeting report that summarized the presentations and public input. The report was distributed to meeting attendees, the SAC and members of the Project Team.

2004 OPEN HOUSES

Public Open Houses were held on October 19, 2004 at Martin Luther High School in Maspeth, Queens and October 27, 2004 at St. Cecilia’s Roman Catholic Church in Greenpoint, Brooklyn to present the results of Level 2 screening.

In preparation for the Open Houses, letters of invitation, along with a newsletter that featured a “Save the Date” announcement, were mailed to nearly 600 individuals, organizations, community facilities, agencies and media outlets. At the request of several individuals and members of civic organizations, including Queens CBs #2 and #5 and Brooklyn CB #1, approximately 4,750 flyers (English, Polish and Spanish) were also provided for local distribution. Display advertisements were placed in nine community and foreign language
(Italian, Polish and Spanish) newspapers. In addition, meeting announcements were sent to three community television stations and nine citywide and community newspaper calendars. Through its Open House Planning Subcommittee, the SAC actively participated in preparations for the Open Houses, making valuable suggestions regarding publicity, meeting format and logistics, and speakers.

Both meetings opened with an informal session at which people could view informational displays and speak with members of the Project Team. During the presentation that followed, Project Team members reviewed the Alternatives Analysis/EIS process and described the six alternatives (including “No Build”) currently being examined in the DEIS. At each meeting, representatives of the SAC offered opening remarks and spoke about the project’s public outreach program. The meetings concluded with a question and discussion period. The formal presentation and discussion sessions of each meeting were audiotaped.

Handouts, including an agenda and comment sheet, were distributed to all meeting attendees. Other materials, such as the September 2004 Project Update and a biography of Thaddeus Kosciuszko, were available. Approximately 70 people attended the Queens Open House and 100 people attended the Open House in Brooklyn. Meeting attendees included New York State Assemblyman Lentol, residents, business owners and representatives of Congresswoman Velazquez, Borough President Markowitz, New York State Assemblywoman Markey, New York City Councilman Gioia, NYC DOT, NYC DEP, NYPD, Brooklyn CB #1 and Queens CBs #2 and #5 and several community organizations.

Major issues raised in Queens included impacts on local residences and businesses, coordination with other major projects, and condition of the existing bridge. Major issues raised in Brooklyn included impacts on residential properties and requests for increased outreach regarding public meetings and project activities.

Documentation of the Open Houses was provided by means of a meeting report that summarized the presentations and public input. The report was distributed to meeting attendees, the SAC and members of the Project Team.

2005 OPEN HOUSES

Public Open Houses were held on November 30, 2005 at St. Cecilia’s Roman Catholic Church in Greenpoint, Brooklyn and December 5, 2005 at Martin Luther High School in Maspeth, Queens to provide an in-progress review of activities related to preparation of the DEIS.

To publicize the Open Houses, letters of invitation and flyers were mailed to nearly 850 individuals, community organizations, agencies, businesses and media outlets. Over 2,000 flyers were also sent to the offices of elected officials, Queens and Brooklyn Borough Public Libraries, Queens CBs #2 and #5, and Brooklyn CB #1 for circulation. SAC members distributed more than 4,600 additional English and Polish language flyers in their churches and throughout their neighborhoods. Display advertisements were placed in nine community and foreign language (Italian, Polish and Spanish) newspapers. In addition, community calendar announcements were sent to three local cable television stations and eight community newspapers. An announcement about the Open Houses was also posted on the project website. Once again, through its Open House Planning Subcommittee, the SAC actively participated in preparations for the Open Houses, making valuable suggestions regarding publicity, meeting format and logistics.
The format of the meetings, which did not include formal presentations, centered on five stations representing current project activities. This enabled members of the public to informally review exhibits of particular interest, offer their comments, and engage in one-on-one conversations with the Project Team. After signing in at the Welcome Station, meeting attendees were encouraged to visit the stations to learn about the proposed highway alignments and anticipated property impacts of each of the five Build Alternatives under consideration; the results of traffic analyses; DEIS studies; and the community and agency outreach program. The traffic station included computer simulations of existing and future traffic conditions, which were the result of detailed traffic analyses and modeling.

Numerous handouts on all aspects of the project were distributed to meeting participants. These included:

- A DEIS Alternatives booklet showing, for each alternative, a highway striping plan and staging diagram. The booklet also included a chart with information on potential property impacts;
- A detailed description of the EIS process and components;
- A Summary of Traffic Results;
- An updated Frequently Asked Questions document;
- A list of Project Goals & Objectives;
- A Synopsis of the Community Outreach Program & Project Milestones;
- The SAC Membership List;
- A biography of Thaddeus Kosciuszko;
- A Brief History of the Kosciuszko Bridge;
- An update on the Interim Deck Repair Project; and
- Comment Sheets to record questions and comments, as well as issues requiring follow-up.

Copies of all handouts may be found in Appendix S. Other materials, including the October 2003 and September 2004 Project Updates, brochures regarding NYSDOT Real Estate Policies & Procedures, and the Bridge and Traffic Primers, were also available for review.

Over 60 people attended the Brooklyn Open House and over 40 people attended the Open House in Queens. Meeting attendees included residents, business and property owners and representatives of Congresswoman Velazquez, Borough President Markowitz, FHWA, MTA, NYCDOT, NYCDCP, NYCDEP, Brooklyn CB #1, Queens CBs #2 and #5 and several community organizations.

Major issues raised in Brooklyn included complaints about existing traffic congestion, along with concerns that congestion will be aggravated during construction, impacting air quality and noise levels. Comments raised in Queens focused on property impacts, particularly to the three
homes located in the Maspeth industrial area and businesses located in both Brooklyn and Queens.

Documentation of the Open Houses was provided by means of a meeting report that summarized the public input. The report was distributed to meeting attendees, the SAC and members of the Project Team.

C.3.b. Small Group Meetings and Presentations

Continuous opportunities for small group meetings and presentations were provided throughout scoping, Alternatives Analysis and development of the DEIS. From November 2001 through publication of this FEIS, over 100 meetings were held with neighborhood, business and environmental organizations; elected officials; residents; representatives of city, state, regional and federal agencies; potentially affected businesses; and other interested stakeholders. Small group meetings and presentations covered a range of issues, including, but not limited to traffic congestion (particularly truck traffic) on local streets; environmental concerns (e.g., air and water quality, noise); and the impact of specific alternatives on residential and commercial properties, open space and community facilities. Meetings and presentations held during the scoping process are referenced in Section C.1.c.; meetings held as part of the agency and business outreach efforts are referenced in Section B.3 and Section C.3.d, respectively. The following is a list of additional small group meetings held between completion of the scoping process and publication of this FEIS:

- Brooklyn Borough Board October 1, 2002
- GWAPP Annual Meeting October 2, 2002
- Councilwoman Reyna February 17, 2004
- Annette LaMatto February 18, 2004
- Queens CB #2 Transportation Committee April 13, 2004
- Assemblywoman Nolan, Assemblyman Lentol, and Assemblywoman Markey (Albany briefing) June 9, 2004
- Councilwoman Reyna, OUTRAGE and EWVIDCO August 26, 2004
- Sass Sheena November 5, 2004
- Bruce & Madeline Donach and neighbors November 12, 2004
- Choudri Family November 15, 2004, August 18, 2005, & March 27, 2006
- Mary Gottlieb and neighbors February 2, 2005
C.3.c. Outreach to Residents

One of the primary goals of the public outreach program was to establish open lines of communication between NYSDOT and residents. This was accomplished through several overlapping efforts, including development of a mailing list to notify residents of Open Houses and public hearings; door-to-door distribution of FAQs to approximately 1,000 Greenpoint households; distribution of one fact sheet and two newsletters; and correspondence to more than 2,400 residents of Greenpoint and Maspeth to provide general project information and the opportunity to have their names added to the project mailing list. Registered letters, along with informational materials, were also mailed to the owners/residents of three residential properties located adjacent to the bridge in Maspeth’s industrial area in March 2004. Throughout, the SAC has played a vital role as community liaisons, taking information back to neighbors and constituents and relaying local concerns to the Project Team.

Copies of correspondence, the fact sheet, newsletters and FAQ documents may be found in Appendix S.

C.3.d. Outreach to Businesses

Because all of the Build Alternatives will impact businesses in both the Greenpoint and Maspeth industrial areas, NYSDOT initiated an extensive program of business outreach. Starting in January 2002 with a meeting between the Project Team and EWVIDCO, substantial efforts were made to inform business and property owners of the project; learn about business operations in the vicinity of the bridge; and identify business concerns. The meeting with EWVIDCO was followed by site visits, factory tours, a door-to-door survey and small group meetings with property and business owners.

In the spring of 2005, NYSDOT formally implemented a lot-by-lot Business Outreach Plan designed to reach companies and property owners that might be affected by the project but had not yet had any contact with the Project Team. Using public records from the New York City Department of Finance, the Project Team identified all potentially affected properties and their owners. Profiles were developed for each company using information provided on the surveys and obtained during meetings, telephone conversations, and field visits. Sample copies of the survey and business profile may be found in Appendix S.

Additional small group meetings, usually held at the business site, allowed the Project Team to initiate ongoing dialogue with the business community. Business outreach activities through publication of this FEIS are listed below:

- Site visit to Acme Architectural Products September 27, 2002
- Meeting with EWVIDCO and Brooklyn Businesses (Milgo/Bufkin, Siegel Brothers) May 14, 2003
- Site visits to Brooklyn Businesses July 23, 2003
- Site visits to Queens Businesses August 5, 2003
- Meeting with Philip Galasso, Sagres Partners LLC October 15, 2003
- Queens Business Survey December 12, 2003
- Meeting with EWVIDCO & Acme Architectural Products March 31, 2004
- Meeting with Maspeth Industrial Commercial Owners Local Development Corporation May 13, 2004
- Meeting with Astoria Carting/Brooklyn Processing November 8, 2004
- Meeting with Waste Management December 7, 2004
- Meeting with EWVIDCO & Cherry Street Businesses (Acme Architectural Products, Haley Trucking, Lee’s Stone Supply, Marjam Supply Company) February 18, 2005
- Meetings with IESI Corporation May 9, 2005 & June 6, 2005
- Meeting with Marly Building Supply May 13, 2005
- Meeting with Upgrade Contracting/Emil Realty May 13, 2005
- Meeting with Milgo/Bufkin May 16, 2005
- Meeting with Conch Umbrella May 17, 2005
- Meeting with Dry Ice Corporation/ American Compressed Gases May 24, 2005
- Meeting with Mobil Gas Station June 14, 2005
- Meeting with Stone Depot June 23, 2005
- Meeting with Astoria Carting/Brooklyn Processing July 8, 2005
- Meeting with Techno Acoustics July 13, 2005
- Meeting with Castle Sanitation Corporation July 13, 2005
- Meeting with McDonald’s August 3, 2005
C.3.e. Outreach to Environmental Justice (EJ) Populations

As described in Section IV.B.1.h, four Census block groups met the project criteria for environmental justice populations. Executive Order 12898 directs agencies to utilize existing law to ensure that they provide opportunities for community input in the NEPA process, including input on potential effects and mitigation measures. While the full public involvement program is described in detail in Chapter VIII, activities involving the identified EJ communities included small group meetings with officials representing this area, a bus tour led by a civic association representing the area, participation by the aforementioned officials and civic association on the SAC, and distribution, through the project mailing list, of periodic informational materials and meeting announcements. Additional information on these outreach activities is provided in Section IV.B.1.h.

C.4. DEIS Public Hearings

The DEIS for the Kosciuszko Bridge Project was presented to the general public at two Public Hearings in April 2007. The Hearings, which were held on April 19, 2007 at the Polish National Home in Brooklyn and on April 26, 2007 at the DeVry Institute of Technology in Queens, also provided a means for the public to present official testimony on the document. In advance of the Hearings, a Notice of Availability of the DEIS was published in the Federal Register (March 23, 2007) and a “Notice of Acceptance of the Draft EIS,” along with information about the Public Hearings, was published in the March 21, 2007 issue of NYSDEC’s Environmental Notice Bulletin (ENB). To further publicize the Hearings, display advertisements were placed in ten local, citywide and foreign language (Italian, Polish and Spanish) newspapers, and calendar announcements were sent to three community television stations, eight community newspapers, and the websites of several community organizations, including GWAPP and TSTC. Details regarding the Public Hearings were also posted on the project website.

In preparation for the Public Hearings, an information package was distributed to over 850 individuals and organizations on the project mailing list. This package included a letter of invitation, an Executive Summary of the DEIS, a sample copy of the display advertisement, and a flyer announcing the Public Hearings. Similar information packages were sent by certified mail to 49 potentially impacted property owners in Brooklyn and Queens. Other Hearing notifications included over 2,000 flyers (English, Polish, and Spanish) and posters that were sent to the offices of elected officials, Queens and Brooklyn Borough Public Libraries, Queens CBs #2 and #5, and Brooklyn CB #1 for circulation. Distribution of over 5,600 additional flyers (English, Polish and Spanish) and posters by members of the SAC and their neighbors ensured widespread local awareness of the hearings.
The Public Hearings followed the presentation meeting format. Each included two formal PowerPoint presentations (11:00 a.m. and 6:30 p.m.) that focused on an overview of the DEIS and a comparison of the alternatives. In addition, information was presented on NYSDOT’s right-of-way and acquisition procedures. The presentations were followed by continuous public comment periods to receive input from all persons who wished to testify on the DEIS. The official Hearing proceedings were audiotaped and recorded by a stenographer. In addition, the 11:00 a.m. presentations were videotaped and available for viewing throughout the afternoon and evening.

Each Hearing was accompanied by a continuous Open House from 10:00 a.m. to 9:00 p.m. These informal sessions offered the public an opportunity to review exhibits and discuss the project on a one-on-one basis with agency and consultant staff, including NYSDOT real estate acquisition and relocation personnel. Traffic simulations and 40 graphic displays were available for public review. These included aerial photographs, maps of the project area detailing alignment of the proposed alternatives, and charts summarizing potential project impacts and proposed mitigation measures.

Handout materials and review documents provided at the Public Hearings included the following:

- An Agenda;
- The DEIS and its Technical Appendices;
- Copies of the Executive Summary;
- A Sample Display Advertisement and list of publication dates;
- Flyers (English, Spanish, and Polish versions);
- Brochures on NYSDOT Real Estate Policies & Procedures;
- A Brief History of the Kosciuszko Bridge;
- A biography of Thaddeus Kosciuszko;
- A Synopsis of the Community Outreach Program & Project Milestones;
- The Final Scoping Report and Final NEPA Scoping Memorandum;
- Bridge and Traffic Primers;
- Project Updates (September 2003 and October 2004 issues);
- The SAC Minutes binder;
- Open House Summary Reports (2003, 2004 and 2005); and
- The Project Mailing List.

Over 115 people attended the Public Hearing in Brooklyn and approximately 90 people attended the Queens session. This included Assemblyman Lentol and members of his staff; residents;
business owners; and representatives of Congresswoman Velasquez, Brooklyn Borough President Markowitz, Assemblyman Dilan, Assemblywoman Nolan, Councilman Gioia, FHWA, USCG, PANYNJ, DSNY, FDNY, NYCDOT, NYPD, NYCDPR, Queens CB #5 and transportation, environmental and community organizations. Nineteen persons provided oral testimony. In addition, 43 written statements were submitted prior to the close of the public comment period. Oral and written comments are addressed in Chapter VI – Summary and Analysis of Comments Received.

Documents related to the Public Hearings, including display advertisements, letters of invitation, the DEIS Executive Summary, flyers, PowerPoint presentation slides, and other materials, may be found in Appendix S. Public Hearing transcripts are included in Appendix T.
D. PUBLIC OUTREACH PROGRAM ELEMENTS - INFORMATIONAL

D.1. Notice of Intent and Positive Declaration

Based on its review of potential impacts, FHWA and NYSDOT concluded that it was appropriate to prepare an EIS for the Kosciuszko Bridge Project. Consistent with NEPA regulations, a “Notice of Intent” (NOI), advising the public that an EIS would be prepared was published in the Federal Register on April 25, 2002. Under parallel SEQR guidelines, NYSDOT published a similar “Positive Declaration” in NYSDEC’s ENB on April 17, 2002. Copies of the NOI and “Positive Declaration” may be found in Appendix S.

D.2. Project Website

In July 2002, NYSDOT established a website as an additional means of providing information about the project. The website, https://www.nysdot.gov/portal/page/portal/regional-offices/region11/projects/kosciuszko-bridge-project, includes background information and documents related to all aspects of the project, including the Public Outreach Program, Scoping Process, Alternatives Analysis, EIS and Project Schedule. The complete FEIS, along with all appendices, is available on the site. In addition, a photo gallery offers visitors to the site an opportunity to view location maps and photographs of the bridge and community outreach activities. The website is updated regularly to ensure that current project information is accessible to the widest possible audience. All information, with the exception of the photo gallery, is also available at the information repositories.

D.3. Information Repositories

Project repositories were established in December 2002 to allow the public to access hard copies of project documents at convenient locations. Four repositories are located in Brooklyn (Brooklyn Borough President’s Office, CB #1 Office, and the Greenpoint and Leonard branches of the Brooklyn Public Library) and five are located in Queens (Queens Borough President’s Office, CB #2 and #5 Offices, and the Sunnyside and Maspeth branches of the Queens Public Library). Additional repositories were established at NYSDOT’s Region 11 headquarters in Long Island City, Queens, and at the consultant’s office in Lower Manhattan. Documents included in the information repositories are also available on the project website. A list of repository locations and available materials can be found in Appendix S.

D.4. Fact Sheet and Newsletters

In the Spring of 2002, NYSDOT distributed a two-page fact sheet to introduce the project to the public. The fact sheet provided an overview of the project’s purpose and need, Alternatives Analysis process and public outreach program, along with NYSDOT contact information. Two newsletters were distributed during the Alternatives Analysis phase. The first, published in October 2003, provided information regarding the project purpose and need; Goals and Objectives; key issues identified during scoping; the Alternatives Analysis process; public outreach program; and repository sites. Distributed to a mailing list of approximately 800 individuals, agencies, elected officials, businesses and community organizations, this newsletter also included a “Save the Date” announcement for the Fall 2003 Public Open Houses and was available at that meeting. The second newsletter, published in September 2004, detailed the results of Level 2 screening, including graphics of the six alternatives to be studied in the DEIS;
a review of selected studies to be conducted as part of the DEIS; and an update on the public outreach program. This newsletter was distributed to a mailing list of approximately 600 persons and at the Fall 2004 Public Open Houses. Copies of the fact sheet and newsletters are included in Appendix S.

D.5. Frequently Asked Questions Documents

An FAQ document was prepared to provide concise, accessible information to a broad audience. In September and October 2003, it was mailed to businesses located adjacent to the bridge in Greenpoint and Maspeth. In March 2004, the FAQs were distributed to eight community and three foreign language newspapers, along with a cover letter requesting that it be published in its entirety. And, in April 2004, the FAQs, along with a cover letter, were delivered by hand to approximately 1,000 households in Greenpoint, Brooklyn. The document has also been provided to individuals requesting basic information about the project. The FAQs were updated at regular intervals, including in preparation for the Fall 2005 Open Houses. At that time, the FAQs were also expanded into a more comprehensive stand-alone document. Further revision of this document included a July 2006 version for business and property owners that provided an opportunity for them to request the FAQs in several foreign languages (Cantonese, Korean, Mandarin, and Spanish). Copies of the FAQs are included in Appendix S.

D.6. Mailing List

A project mailing list was developed in order to ensure that all interested stakeholders receive updates at project milestones along with timely information regarding public forums. The list was updated on an ongoing basis and was culled through a postcard mailing in May 2004 to confirm that all interested persons would continue to receive project materials. The current mailing list of over 875 individuals, elected officials, agencies, businesses, media outlets, civic organizations, and community facilities was revised following the Public Hearings to include persons who submitted written statements or presented oral testimony. It may be found in Appendix S.

D.7. Notices of Availability of Draft EIS and Public Hearings

Following completion of the DEIS, FHWA and NYSDOT prepared notices advising the public that the document was available for review and would be the subject of two Public Hearings. Consistent with NEPA regulations, a notice was prepared and published in the Federal Register on March 23, 2007. Under parallel SEQR guidelines, NYSDOT published a similar notice in NYSDEC’s ENB on March 21, 2007. Copies of the Notices may be found in Appendix S.

D.8. Notice of Extension of Public Comment Period

Based on comments received at the April 19th and April 26th Public Hearings, as well as written statements received, NYSDOT extended the public comment period for the Kosciuszko Bridge DEIS from May 25, 2007 to June 15, 2007. This resulted in a total comment period of 85 days. The extension of the comment period was announced through publication of amended notices in the Federal Register (May 11, 2007) and ENB (May 16, 2007). In addition, all persons on the project mailing list received letters notifying them of the extended timeframe for submitting comments. Copies of the Notices and letter may be found in Appendix S.
E. PROGRAM DOCUMENTATION

Public outreach and agency coordination activities were thoroughly documented by means of meeting reports, minutes and correspondence. Minutes were prepared for SAC and IAAC meetings. Meeting reports documented the Scoping Meetings and Open Houses, as well as small group and individual meetings with residents, businesses, civic organizations, agencies and other stakeholder groups. All minutes and reports provide an overview of the materials presented, along with a summary of comments, questions and Project Team responses. Follow-up lists were developed after each SAC meeting (and as needed after small group meetings) to document issues, requests and questions that required further action or investigation. These items were either addressed within a month of the meeting (often times within days), or placed on a Long-Range Issues Log for future consideration.

As noted in Section VIII.A, documentation of the agency coordination and public outreach program may be found in Appendix S. The following materials are included in this reference document:

- SAC Meeting Minutes
- SAC Operational Guidelines
- SAC Membership List
- Project Goals and Objectives
- List of Repository Locations and available documents
- Project Mailing List
- Synopsis of Community Outreach Program
- Meeting Reports: Public Open Houses 2002
- Meeting Report: Public Open Houses 2003
- Meeting Report: Public Open Houses 2004
- Meeting Report: Public Open Houses 2005
- Additional documents related to the Public Open Houses
- IAAC Membership List
- Meeting Report: IAAC meeting (June 2003)
- Meeting Report: IAAC meeting (June 2004)
- Meeting Report: IAAC meeting (November 2005)
- Meeting Report: IAAC meeting (March 2007)
- Federal Register: Notice of Intent (April 25, 2002 issue)
- NYSDEC’s ENB: Positive Declaration (April 17, 2002 issue)
- Correspondence related to Agency Coordination
- Draft NEPA Scoping Memorandum (April 2002)
- Final NEPA Scoping Memorandum (May 2003)
- Fact Sheet (April 2002)
- Project Update (October 2003)
- Project Update (September 2004)
- Frequently Asked Questions (FAQ) Documents
- Traffic Primer (September 2003)
- Bridge Primer (November 2004)
- Sample Business Survey
- Sample Business Profile
- Letter (with FAQs) to Brooklyn Businesses (September 2003)
- Letter (with FAQs) to Queens Businesses (October 2003)
- Letter (with FAQs) to Community and Foreign Language Newspapers (March 2004)
- Letter (with FAQs) to Brooklyn Residents (April 2004)
- Letter (with FAQs and translation request form) to Brooklyn and Queens Businesses (July 2006)
- Letter (with Informational Materials) to Residents/Property Owners in Maspeth Industrial Area (March 2004)
- Letter to Brooklyn Residents (with mailing list coupon) (January 2005)
- Letter to Queens Residents (with mailing list coupon) (January 2005)
- NYSDEC’s ENB: Notice of Acceptance of Draft EIS and Public Hearing (March 21, 2007 issue)
- Federal Register: Environmental Impact Statements; Notice of Availability (March 23, 2007 issue)
- Certified Letter (with Executive Summary of DEIS and Notice of Availability of Draft EIS and Notice of Design Public Hearings) to potentially impacted Property Owners in Brooklyn and Queens (March 2007)

- Public Hearing Materials
  - Letter of Invitation (with Executive Summary of DEIS, Flyer, Sample Display Ad) to over 850 organizations and individuals (March 2007)
  - Flyer (English, Polish, Spanish)
  - Agendas (April 19, 2007, April 26, 2007)
  - Presentation Slides
    - Public Hearing Transcripts (April 19, 2007, April 26, 2007) (see Appendix T)

- Federal Register: Environmental Impact Statements; Notice of Availability (Amended Notice) (May 11, 2007 issue)

- NYSDEC’s ENB: Notice of Acceptance of Draft EIS (Amended Notice) (May 16, 2007 issue)

- Letter to project mailing list extending Public Comment Period (May 2007)
F. RESPONSE TO COMMENTS ON THE DEIS

Response to comments on the DEIS are detailed in Chapter VI – Summary and Analysis of Comments Received.