SEQRA & THE ROUTE 96 TRANSFORMATIVE CORRIDOR STRATEGIC INFRASTRUCTURE PLAN
Do we have to do SEQR?
If so, what would be involved – would it be a longer or shorter process?
Do we have options?
I’ve heard mention of a “Generic” SEQR EIS, what’s that about?
What are the pros and cons?
Compliance with SEQRA is required for discretionary decisions to sponsor, fund or approve actions. Actions include planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions. Some actions are "exempt" (Type 2). Comp. Plan SEQR did not review the actions considered in this plan.
Transportation Development Districts

- Transportation Development District (TDD)
  - AKA Development Facilitation Improvement District (DFID).
- TDD - assessment of costs within a district area (similar to sewer or water districts).
  - In general, highway costs are assessed on a town-wide basis.
  - Development projects also pay for mitigation under SEQR.
- NY State legislation required to implement – potentially time consuming, uncertain result.
  - Sponsor and process similar to parkland alienation, but likely less straightforward.
  - Examples Henrietta, Greenburgh, Walkill and Batavia (Batavia never implemented).
- Mechanism for properties within the district and *benefitting more from solutions to pay more.*
Compliance with SEQRA is required for planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions.

*EIS = Environmental Impact Statement
**Generic EISs:**
- May be based on conceptual information in some cases.
- May be broader, and more general than site or project specific EISs.
- May discuss in general terms the constraints and consequences of any narrowing of future options.
- May present and analyze in general terms a few hypothetical scenarios that could and are likely to occur.
- Typically rely on thresholds to “bracket” actions generically.

**Determine Significance**

- Potential for a significant adverse impact?
  - Yes
    - An EIS Must Be Prepared
      - Separate actions in a given geographic area?
        - Yes
          - EIS May Be Generic
        - No
          - EIS Must Be Specific
      - Sequence of actions by a single agency?
        - Yes
          - EIS May Be Generic
        - No
          - EIS Must Be Specific
      - Separate actions having common impacts?
        - Yes
          - EIS May Be Generic
        - No
          - EIS Must Be Specific
      - Entire program of wide application including changes to existing land use and development plans?
        - Yes
          - EIS May Be Generic
        - No
          - EIS Must Be Specific
## Scope of the Review & SEQR Requirements

<table>
<thead>
<tr>
<th>Scope of the Review</th>
<th>Exempt?</th>
<th>EIS Needed?</th>
<th>Generic EIS?</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Exclude Six Projects to Implement.</td>
<td></td>
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<tr>
<td>• Exclude TD District Formation.</td>
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## Potential Impact Mitigation Measures Considered:

- **Six Projects**: Rezoning
- **TD District**: Fair Rate Structure (Tiers?)

### PROS AND CONS

<table>
<thead>
<tr>
<th>Scope of Review</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>Plan Adoption</td>
<td>Quickest</td>
<td>No Public Input. Full SEQR required in future for Six Projects. Full SEQR required in future for District Formation.</td>
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<td>• Single meeting if exempt</td>
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<td>• 6 weeks +/- if not exempt. Less Effort/Expense.</td>
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<tr>
<td>Plan Adoption, Six Projects to</td>
<td>Public Input. Narrows future SEQR requirements for Six Projects.</td>
<td>More time required (3 - 4 months)</td>
</tr>
<tr>
<td>Plan Adoption. TD District</td>
<td>Public Input. Narrows future SEQR requirements for TD District</td>
<td>More time required (3 - 4 months)</td>
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<td>Could propose suggested &quot;rate structure&quot; for district.</td>
<td></td>
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<tr>
<td></td>
<td>Could propose some rezoning. Could &quot;simplify&quot; some PB reviews.</td>
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</table>
Identify a Covered Action Under Consideration

Exempt? No → Evaluate → Determine Significance

Potential for a significant adverse impact?

No → No Further Review

Yes → An EIS* Must Be Prepared

Decision to Sponsor Fund Approve

IMPACT MITIGATION

Publish Draft EIS

Public Comment

Publicize Final EIS

Certify

Adopt Findings

• Has traffic congestion in the Route 96 corridor reached the point that almost any traffic impact from a proposed project would qualify as a significant adverse impact?

• How would adoption of the proposed plan as well as the development of a Generic EIS for the six high priority projects and TD District establishment affect the answer to this question?

* EIS = Environmental Impact Statement
THANK YOU & DISCUSSION