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we have Gary Prophet.

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MS. MORGAN: My name is Maureen Morgan, and I'm the Project Director of the East/West Rail Project, which is sponsored by the Westchester Business Roundtable, an affiliate of the County Chamber of Commerce. And I should say that I've been involved in the workings or the non-workings of I-287 for about nine years, and most of that time was spent with Federated Conservationists of Westchester County. This is a new association for me.

The East/West Rail Project supports the proposal to build an east/west rail through an already-developed I-287 Corridor that would connect five existing and very well used rail facilities in Westchester and Rockland Counties. Such a connection would finally create a regional rail network in the Metropolitan areas, as well as make the rail connection between three states. This is essential for the economic future of the lower Hudson

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2 valley. Traffic congestion in the
3 Corridor is creating a serious health
4 problem for thousands of people in the
5 region. A more comprehensive rail system
6 would go far to alleviate these problems.

7 A newer rail facility should meet
8 the rail lines at existing stations.
9 However, the Hudson Line connection offers
10 a unique opportunity. The new line could
11 make the connection to the Hudson Line
12 beneath the Thruway tollbooths. This
13 proposal, which arose several years ago in
14 one of our FCWC conferences, is known as
15 the Tappan Zee Transfer. It could be
16 implemented as a part of 'early action'
17 proposals, as well, which is something we
18 have talked about before; what happens
19 before we get the rail built. Buses that
20 currently come from Rockland to the
21 Tarrytown station could deliver commuters
22 to the Hudson Line under the Bridge,
23 provided that Metro-North creates the
24 needed structural changes. This would
25 take fifteen minutes off the bus trip

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through the Village of Tarrytown, making bus travel far more appealing, and I'm quite sure would appeal to the residents of Tarrytown.

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A further 'early action' strategy that would serve to mitigate congestion is the proposal to use the seventh lane on the Bridge as an exclusive bus and carpool lane. I'm very aware of the difficult issues in that, but I think it really needs to be explored very thoroughly.

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Finally, it is understood that the Thruway will not attempt to include more than eight vehicular lanes in a replacement bridge. To do so would seriously undermine the drive to encourage more mass transit travel. And I'm glad the two people that support tunnels came ahead of me, although Mr. Hintersteiner didn't have a chance to talk about his tunnel idea. It's been well publicized.

With regard to analyzing the costs and feasibility of the tunnel proposal, the costs of shutting down the portion of

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2 I-287 that duplicates the path of the
3 tunnel, must be calculated. If it is not
4 shut down we will be doubling the
5 vehicular capacity of that portion of the
6 Corridor. This would have serious
7 implications for the region's
8 qualification for Federal Transportation
9 dollars, since we are in severe
10 non-attainment for ozone.

11 The East/West Rail Project is
12 devoted to building a strong and vocal
13 coalition in support of a new connecting
14 rail, whether it is above or below ground.

15 Thank you.

16 MR. WAITE: Gary, Gary Prophet.

17 MR. PROPHET: I wasn't sure whether
18 you were on hold.

19 MR. WAITE: No. No.

20 TZ-007T MR. PROPHET: Gary Prophet. Last
21 name is P-R-O-P-H-E-T. I'm the Vice
22 President of the Empire State Passenger
23 Association, a statewide organization to
24 improve public transit and access to
25 public transit.

