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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.

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2 Just looking at the -- hearing the
3 speakers and listening to the scope, there
4 are a few points that our organization
5 would like to impress upon everybody; the
6 public, the political officials,
7 Metro-North, and, of course, the Thruway
8 Authority. And that is the fact of the
9 inability to cross the Hudson River,
10 especially for freight. As some of you
11 may know, if you're in a freight railroad
12 and you want to go across the Hudson
13 River, where can a train cross the Hudson
14 River? The answer is Albany. That is it.
15 That is the answer. There is no way that
16 a freight train from the Port of -- from
17 the various ports of New Jersey can get
18 any freight into Westchester, Long Island
19 or New York without going up through
20 Albany or without taking a rather
21 intensive slow process of being put on a
22 barge and then crossing over the Hudson.
23 The only unrestricted freight access to
24 the New York area from New Jersey and all
25 the transportation lines and freight lines

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2 into New Jersey is to go up to Albany and
3 back down. That -- for those of you that
4 are unfamiliar with Albany, that's about a
5 300 mile trip to go a couple of miles from
6 New Jersey to Westchester. That's one of
7 the reasons why we have so much problems
8 with the George Washington Bridge and the
9 Tappan Zee Bridge; is a huge amount of
10 freight that must cross in trucks because
11 it is simply too inefficient in order to
12 use a barge or to go up to Albany and back
13 down the other side. That's imperative
14 that we look at the freight transportation
15 in this region and how to get freight from
16 all across the County and the far east and
17 everywhere it comes from to New England,
18 to Westchester and to Long Island, and
19 that is to have a freight rail line
20 somewhere across the Hudson River, whether
21 it's in Westchester or wherever. It's
22 certainly a good point to look at it as
23 part of this Tappan Zee redevelopment,
24 because any type of redevelopment that
25 would increase capacity is just going to

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bring more and more trucks into Westchester and into the Bronx and all that's going to do is overload those roads entirely, as if they're not already overloaded. So I'd like to impress to everyone to look at the current capacity of the Tappan Zee Bridge, and say, from a traffic standpoint, we do not want to increase the number of cars, nor the number of trucks, but how do we get trains across in a much more efficient manner.

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Now, as far as people, of course there's people that need to go back and forth every day, every week, every month. Some people only cross the Bridge a couple times a year. A few alternatives with that, of course, is some type of light rail that goes from Suffern or Nyack over to White Plains or maybe further into Connecticut. In addition to that, although the airport ridership is obviously down over the last couple of years, airline demand will come up and therefore we have to look at Stewart

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2 Airport and having a rail line
3 interconnect from Nyack up to Stewart
4 Airport, so the people from Westchester
5 can get up to that area and some people
6 from that area can easily get down to
7 Westchester or get down to New York City.
8 A lot of people from Orange County, from
9 Rockland County either drive down to New
10 York or drive over to Long Island because
11 there really isn't any other good
12 alternatives without crossing the Hudson,
13 parking your car and then taking
14 Metro-North in, which a lot of people do
15 also.

16 The other item is high speed rail
17 across all of New York State. I'm aware
18 of lots people from Albany, from Syracuse
19 who drive down into New York City and to
20 Long Island. The reason is because rail
21 service, although it -- although it is a
22 good option from Albany down into the New
23 York City area, there is no way to take a
24 train, for example, from Albany out to
25 Long Island. So a lot of people look at

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the schedules, look at the frequency and they use their car instead. If we provide much better inner-city rail service in this state, especially connecting Upstate and Downstate and also connecting Westchester with Rockland County.

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Thank you.

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MR. WAITE: I wanted to mention that we have Mr. Peter Cado in the audience, the President of Metro-North Railroad. And also to tell you that I don't have any speaker cards at the moment. I think the stenographer's happy to hear that. So, but I encourage you, if you would like to speak, to grab a card, fill one out and we'll give you the opportunity.

MR. HINTERSTEINER: Can I finish my speech?