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2 to reach us is spelled out on the speaker
3 request cards.

4 Janet and I, as well as members of
5 our staffs, will be here to listen to the
6 statements that are made. We will not be
7 responding to these comments at this time,
8 rather we will be gathering them for
9 evaluation over the next few months.

10 We'll be taking -- again. We'll be
11 concluding this session at 9:00, assuming
12 there are no people waiting in line to
13 speak. Everyone will get an opportunity
14 to address the formal record.

15 In closing, we're glad you're here.
16 And I'd now like to invite our first
17 speaker to the podium, and it's Jonathan
18 Woolley.

19 **TZ-041T** MR. WOOLLEY: Yeah, my name's
20 Jonathan Woolley. I live in Fort Lee,
21 New Jersey, and formally lived in
22 Westchester. And I am -- I'm with the New
23 Jersey Association of Railroad Passengers,
24 although I'm speaking here half on their
25 behalf and half on my own behalf.

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I noticed just from the -- just from the fact that the FTA and Metro-North is involved in this, there seems to be some effort on the part of the public officials to -- to want to improve transit service crossing the Hudson River and the Tappan Zee area. And I hope that's a real good faith effort and not just put in -- not just put in to satisfy the public.

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One of the major things I would support on this is increasing, as was mentioned further on, not on the page I'm looking at right now, but one of the proposals here was improving parking at the Pascack Valley and Port Jervis line stations. And I would highly encourage that to be done.

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Another thing I noticed in the Scoping Information Packet here is, you said you were considering merging in this study with other EIS processes, such as the one on the West Shore Line. That's good, and I fully support that.

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Another thought that I would like to

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point out is that currently the New Jersey Transit study extending light rail service in the Hudson Bergen Line, as far north as central -- east central Bergen County, in the Tenafly, Cresskill area, one possibility I think that should be considered is if the study were to decide that they want to do light rail across the Tappan Zee Bridge and into Westchester, across to White Plains or Port Chester, I think that's a great corridor for light rail, it has both a lot of dense area and it's well strung out, in terms of satisfying the distribution requirements that would be required for light rail, that the possibility be considered that that light rail, once it crossed the Tappan Zee Bridge, be linked in with an extension of -- an extension of the HBLRT through to Tenafly. I know that would probably require another study, but I think that's something that definitely should be considered. It would promote the use of -- almost like from the early

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2 part of this century, and it would serve
3 two transit needs at the same time; one
4 for taking traffic off the Palisades
5 Parkway, and another for taking traffic
6 off of the Tappan Zee Bridge. And I would
7 like you guys to consider doing that.

10

8 MR. WAITE: Thank you. Our next
9 speaker, Robert Berliner.

10 TZ-042T MR. BERLINER: Thank you very much.
11 Good evening. My name is Robert Berliner.
12 I'm Vice Chairman of the Rockland County
13 Legislature, and I'm also a Legislator in
14 District Number 6, which stretches from
15 Sloatsburg to the Village line of Spring
16 Valley, and it includes the New York State
17 Thruway between those two Villages.

18 And one of my main concerns is the
19 possibility of widening the New York State
20 Thruway to add additional lanes. I live
21 approximately one mile from the Thruway,
22 and the noise pollution is terrible. I've
23 been trying to get approval for noise and
24 sound barriers on different stretches of
25 the New York State Thruway in my District,