

1 Proceedings

2 large as Mountainview Condominiums, but
3 there are a good number of people living
4 there and it's a lovely place to live at
5 this point.

6 Let's see. I just want to -- I
7 guess that's basically what I wanted to
8 discuss. And it really is important,
9 again, that you consider the people who
10 live here, or maybe we could all just move
11 away and the whole area around the bridge
12 and in South Nyack and Nyack can just
13 become a passage way for everybody who
14 wants to commute from Orange County, and
15 then maybe we'll all move up to Orange
16 County and even more people can commute
17 across the bridge.

18 Thank you.

19 MR. WAITE: Thank you. The next
20 speaker, Alexander Saunders.

21 TZ-037T MR. SAUNDERS: Alexander Saunders,
22 Tappan Long Island Tunnel advocate.

23 I'm glad to see so -- such closely
24 reasoned analysis of the regional
25 requirements. And just to be extremely

1 Proceedings

2 brief, I would emphasize that the region
3 includes Long Island also, that most of
4 the heavy freight crossing the Hudson is
5 headed for Long Island, many of their
6 tremendous job opportunities on Long
7 Island and vice versa, and tremendous
8 skilled workers on Long Island. So Long
9 Island should join our region, not be our
10 forgotten sister four hours to the east,
11 if the traffic's bad on the Throggs Neck.

12 But tonight I would like to emphasis
13 that this is -- this is a -- one of the
14 strangest scoping sessions I've ever
15 attended, in that normally the sponsor of
16 a project actually comes to the table with
17 a project. This sponsor has only come to
18 the table with a problem; that nothing
19 moves in this region. Howsoever I think
20 that the input that they're getting is
21 going to be tremendously useful.

22 The input I would like to ask them
23 to pursue is where I ended last night at
24 the other session, field trips. We have a
25 large world. Every third world country,

1 Proceedings
2 every first world country everywhere;
3 Europe, Asia, South America, Puerto Rico
4 is ahead of the Continental United States
5 in underground construction. And you have
6 to go pretty darn deep into the back woods
7 of the third world to find an open sewer
8 anymore. And pretty soon in Europe you're
9 going to have to go pretty far -- drive
10 pretty far to find an open railroad, an
11 above-ground railroad. And in another
12 generation underground roads are going to
13 be tremendously common art, because
14 they're necessary. We don't have open

15 sewers because they are not nice to live
16 with. We shouldn't have open roads or
17 open railroads because they are not nice
18 to live with. As we make the transition
19 from low speed trains, which we have now,
20 to high speed trains, you can't have them
21 running open through the neighborhood,
22 with kids running into them. A kid can't
23 even see a train coming at 'em at 150
24 miles an hour or at 250 miles an hour, and
25 yet that's the world class, world class,

1 Proceedings
2 speed of trains now, in China, in Japan,
3 in Europe and pretty much everywhere else,
4 as soon as they're getting going. Field
5 trips. This scoping session should demand
6 field trips. Our people should be
7 absolutely current in the
8 state-of-the-art, and that will,
9 incidentally, bring them current in the
10 realities of the costs of building these
11 things. In Europe they build tunnels for
12 less than it costs us to pave roads. And
13 a tunnel -- and the tunnel construction
14 art now implies a completed road. Field
15 trips. Let's see what the rest of the
16 world is doing. Let's not be a generation
17 behind. Let's be a generation ahead.

18 Thank you.

19 MR. WAITE: I'd like to call Tim
20 Sweeney to the podium. Thank you.

21 TZ-038T MR. SWEENEY: Good evening. My name
22 is Tim Sweeney. I'm from the Hudson River
23 Sloop Clearwater.

24 I'd like to thank the Thruway
25 Authority and the MTA for holding this