

1 Proceedings  
2 up with a solution that all of us can be  
3 proud of. We are now looking for State  
4 and Federal money or State or Federal  
5 money and we will be approaching the  
6 United States Congress to find monies for  
7 our own independent analysts, our own  
8 independent specialists, specialists in  
9 environmental law, specialists in  
10 epidemiology, specialists in  
11 transportation analysis. We want to do an  
12 independent analysis of what the Thruway  
13 Authority is doing. We want these people  
14 to advise us, so that we can work with our  
15 constituents to protect them and to  
16 protect their quality of life, but in  
17 every case we want to come up with a  
18 product that we can all be proud of.

19 Thank you.

20 MR. WAITE: The next speaker is  
21 B. Cerbone, followed by Andrew Fischer.

22 TZ-012T MR. CERBONE: William A. Cerbone,  
23 27 Miller Avenue, Tarrytown, New York.

24 I would like to just make a few  
25 short remarks and supplement what

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Proceedings

Mr. Chorost had to say with regard to  
GUARD. As a resident of Westchester  
County, I'd like to thank GUARD for its  
representative work on this issue.

Specifically with regard to the  
draft paragraph number 5.4.6. it's  
difficult to characterize the shortcomings  
of your draft. And this is with regard to  
park lands and recreation, that there's  
a -- a lack in your draft of the  
understanding that you're talking about  
the Hudson River as a recreational  
resource. You're minimizing the nature of  
a body of water known as the Hudson River  
as a recreational resource for the regions  
of Tarrytown, Westchester County, the  
State of New York, the State of New Jersey  
and international visitors. You're  
minimizing and marginalizing the nature of  
a recreational resource of this nature. I  
find this to be -- I do not understand how  
you begin a draft marginalizing the nature  
of the Hudson River as a recreational  
resource to the State, while the State has

10

1 Proceedings

2 been spending decades promoting it as a  
3 recreational resource. It's basically  
4 treating it as a minimal aspect that you  
5 have to identify and describe.

6 The speaker from Scenic Hudson noted  
7 that the west side of the Hudson had  
8 regional scenic designation. The east  
9 side of the Hudson River is a local and  
10 regional recreational hub, which is yet to  
11 reach its full potential recreational  
12 speaking for local residents, county  
13 residents, state residents, dual state  
14 residents, the other state residents of  
15 the other 48 states, as well as  
16 international use, because we are also an  
17 international tourist hub.

18 The entire Tappan Zee area, meaning  
19 the Hudson, is a regional recreational  
20 asset for the entire State of New York.

21 Lastly, I'd like to say that I was  
22 present at a number of these hearings, and  
23 I remain very disturbed that there has  
24 never been a formal response to what the  
25 public inquiry was at the time of the

1 Proceedings  
2 Volmer Hearings. The public was promised  
3 from the MTA and the other State  
4 representatives that all the public  
5 comments would be put into a book, and  
6 that there would be a specific response.  
7 And I have not noted, and I've asked my  
8 local representatives: Has there been a  
9 response from the moving authorities  
10 specifically to the requests made and to  
11 the documentation provided and the inquiry  
12 and the criticism of the Volmer Report?  
13 And there has not yet been one, to my  
14 understanding.

15 Thank you.

---

16 MR. WAITE: Andrew Fischer.

17 TZ-013T MR. FISCHER: Thank you.

18 I concur with the comments of Scenic  
19 Hudson, that we should not pursue plans to  
20 increase vehicle capacity; however, we  
21 need to create and increase mass transit  
22 capacity and connection points, multiple  
23 modes of mass transit should be added to  
24 this plan; traditional rail, light rail,  
25 commuter bus and also new technologies.