

1 Proceedings

2 the proposed subway and also a light rail
3 system being used in Bergen and Rockland
4 Counties along the existing right-of-ways
5 connecting the subway from Rockland to
6 Westchester, so you could get the cars off
7 the road right at the beginning.

8 And I'll be available for any
9 discussions later on, if anyone wants to
10 talk to me. Thank you.

11 MR. WAITE: Thank you. Our next
12 speaker is Elyse Knight.

13 TZ-046T MS. KNIGHT: Good evening. My name
14 is Elyse Knight. And I am here speaking
15 for myself as a resident of Rockland
16 County, although I am a Board member of
17 the Tappan Zee Preservation Coalition.

18 Is it not true that the aim of these
19 meetings is to get Federal money? With
20 funds dried up at the MTA and at the
21 federal, state and local level, how can we
22 be guaranteed that the funds for a rail
23 connection won't evaporate while the
24 bridge is being built, and that the cost
25 of removing the old bridge doesn't become

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2 too much of a burden down the line? How
3 can we qualify for funding if we don't
4 have the needed ridership for the rail
5 component, particularly while competing
6 for funds with projects in much more
7 populated areas? How can we be sure that
8 we won't see a repeat of what happened
9 with the George Washington Bridge, where
10 the funding for the rail never
11 materialized because the numbers of
12 potential riders was too low? How is this
13 project more qualified for that money than
14 was the GW Bridge? Presently, the
15 congestion on the George Washington Bridge
16 is much worse during rush hour than on the
17 Tappan Zee. Why is no one proposing an
18 expansion or rail on the GW Bridge?

19 We have yet to see a useful draft of
20 a comparison of the cost of repairing the
21 bridge versus replacement. Until the
22 Thruway's study of the bridge condition
23 and an independent study of the condition
24 of the bridge are complete, it is
25 impossible to claim to know what the cost

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will be for the repair option.
Conversely, it is impossible to discuss
the cost of replacement versus repair when
there are so many variables for
replacement. To say at this stage that
repairing the bridge would cost the same
as replacing it is dishonest and
manipulative at worst, and confusing at
best. We need less confusion, smoke and
mirrors, and more hard, provable data
before we can compare costs.

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Governor Pataki is in charge of the
Thruway, and he appears to be controlled
by developer interests. He has yet to
make an appearance in Rockland or anywhere
to answer questions only he can answer
about the proposed bridge replacement and
ancillary issues.

The reason may be that there is a
great deal of skepticism in the local
communities regarding the Governor and his
motivations. There have been questions
about the propriety of the Hudson River
Greenway dismissals, transforming a

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legitimate regional organization to just a political tool. For example, Pataki's proposed appointment of Barbara Murphy, to replace Greenway Director David Sampson, had been criticized as inappropriate because Ms. Murphy was one of three principal investors in Riverbanks, a multi-million dollar condominium project in Cold Spring, New York that has drawn opposition from residents. The Greenway Communities Council has played a role in negotiating the dispute. If Ms. Murphy were to become the council's director, she would be in charge of the group that is negotiating the dispute over her own project.

Another highly questionable relationship was between the Governor and his appointee as Chairman of the State's Public Service Commission, which regulates utilities. A Mr. John O'Mara, who once served as Mr. Pataki's Chief Utility Regulator, his lawyer -- the Governor has hired as his lead negotiator with the New

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York's Indian Tribes.

I would like to read this entire article to you, but I -- the three minute limit, even though I've been collecting this data for three years, I have to condense it quickly.

I think it creates huge potential conflicts for the Governor.

In August Mr. O'Mara and Mr. Damato, in a partnership called DNO Consultants, were hired by Pyramid Management Group, a part of the Pyramid Companies, a developer of shopping malls and other projects which is based in Syracuse. So I think the question of Mr. Pataki's motivations is a legitimate one.

Most recently, under another questionable Pataki appointee James Lee Witt, who was chosen to lead the safety review of Indian Point, was forced to resign because of his links to Entergy Corporation, owner and operator of the plant. Perhaps the Governor does not want to face bridge replacement opponents

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2 because he fears embarrassment.

3 Of particular concern is the Pataki
4 administration's interest in developing
5 Stewart Airport and the surrounding area
6 in Orange County. When you look at the
7 Thruway study maps, it is obvious that the
8 TZ Bridge is merely a small segment in a
9 massive regional development plan. Not a
10 regional transportation plan, because none
11 exists, just a developer's dream to bring
12 large scale commercial and residential
13 development to Orange County. The present
14 capacity of the TZ Corridor is seen to
15 limit mobility and thus continued
16 development in the region. Therefore, the
17 present TZ crossing is seen as an unwanted
18 obstacle to developers' interests. Hence,
19 the conclusion that it must be replaced.
20 This is a scheme in which Rockland will
21 not share any benefit and will only suffer
22 the costs to our health, wealth and
23 quality of life. It is also important to
24 note that in a post 9/11 reality, the
25 decrease in airport traffic nationwide

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should be taken into consideration before giving priority to any airport expansion at taxpayers expense. Where is a referendum or public hearing or environmental review on creating a major air travel hub in Orange County? Do we want to live in Queens? There are significant health and environmental costs associated with the noise and pollution and congestion near airports. Not to mention fears of attracting terrorism. Proximity to airport noise has been proven to interfere with children's memory and reading ability.

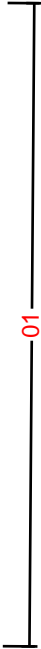
MR. WAITE: One minute, please.

MS. KNIGHT: Members of GUARD have requested an epidemiological study for the region. I support this request. With the very real possibility that it would become necessary to shut down Indian Point, combined with the prevalence of several current applications of new power plants now in play, we stand to see a worsening of our air quality. We already know that

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Rockland and Westchester are non-attainment zones for levels of ozone pollution and other contaminants. We feel it is therefore necessary to wait until it has been determined how many power plants are going to be built, and what effect they will have on the region's air quality, before we can consider bringing more automobile, truck and rail traffic into Rockland and Westchester.



Increased capacity leads to increased growth.

One wonders if the Governor or if the officials of the Thruway and the MTA have ever bothered to spend any time in Nyack or Piermont or anywhere in Rockland outside of this mall. One gets the impression that they do not understand the historic significance, nor the natural and cultural beauty of this place, nor its vulnerability and fragility. The first Tappan Zee Bridge destroyed the rural quality of Rockland in spite of local efforts and brought unplanned growth to

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the region. Rather than adding insult to injury as you are now attempting to do under the guise of alleviating commuter woes, the Thruway and the MTA should be apologizing and making reparations to the Villages of the Nyacks and the rest of Rockland County by moving the unwanted traffic out of our backyards.

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The region cannot withstand more growth. We have recently experienced severe drought conditions spanning several months. We are still trying to manage the growth and assault on traffic patterns and air quality, which has occurred since the development of this unwanted mall. Any further increase of mobility and/or capacity in the region, whether by rail, truck or automobile traffic, is the equivalent of sending an engraved invitation to developers, both residential and commercial, to continue to build. This push to build will result in an increase in cars and trucks and will destroy what scenic beauty, breathable air

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2 and available water resources we have
3 left. If you think that having rail
4 alternative will get people out of their
5 cars, go to Westchester where they have a 8
6 train directly into the heart of
7 Manhattan, and see how many people are
8 still cramming the roads and highways.]

9 MR. WAITE: Excuse me. I have to
10 cut you off.

11 MS. KNIGHT: We need an independent
12 study of the condition of the bridge.
13 History has taught us not to trust our
14 fate to anyone else's judgment about what
15 is good for the region. The fact that
16 repairing the bridge is one of the options
17 being considered proves that it can be
18 repaired and can remain useful. 8]

19 If the Thruway wants our trust they
20 should fund an independent study with a
21 contractor selected by the affected
22 communities, with the stipulation that the
23 contractor must not be a New York State
24 firm. Only then can the local residents
25 begin to consider trusting this process.

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2 Without congestion busting measures,
3 and without waiting to see the effect the
4 new Westchester interchange will, how can
5 we discuss the issue of congestion, and
6 what will it take to relieve it?

7 MR. WAITE: Ms. Knight, we're
8 approaching eight minutes, please.

9 MS. KNIGHT: There is little
10 evidence -- excuse me.

11 MR. WAITE: Excuse me.

12 MS. KNIGHT: -- that the congestion
13 on the Bridge, when it does occur, is due
14 to the actual size of the bridge. In
15 fact, with all the construction in
16 Westchester, and the increase in the tolls
17 on the GW Bridge, we cannot get a true
18 picture of the traffic flow --

19 MR. WAITE: Eight and-a-half
20 minutes.

21 MS. KNIGHT: -- at this moment. The
22 Thruway should wait until all construction
23 in Elmsford is complete, and should
24 experiment with congestion pricing before
25 attempting to make definitive statements

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about the condition of traffic flow in the
Tappan Zee. Furthermore, even if it were
to be determined that the Bridge has
reached capacity, that is a signal that we
should put a halt to any further unwanted
growth or development in this scenic area,
not to use it as an excuse to try to build
our way out of it.

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We have repeatedly requested a TZ
bus transfer station, which would bring
commuters directly to the Metro-North
tracks. This is an option which must be
explored in combination with congestion
pricing, removal of truck traffic, and the
restoration of passenger rail on the West
Shore Line. The West Shore option makes
use of available rail and investment of
money; i.e., the Secaucus Transfer
Station, without taking the property or
risks of further environmental harm, and
without increasing the lane capacity for
cars and trucks, at a lower cost.

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I find it very disappointing, --

MR. WAITE: I'll be happy to take

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the rest.

MS. KNIGHT: -- though not surprising, that the GUARD leadership is now falling in line to push to build a tunnel. I believe there is no money for a tunnel. And secondly, I believe though it is easy to understand why officials in Tarrytown will benefit from a tunnel, as the eastern shore's already completely overdeveloped it has nothing to lose. The western side has nothing to gain in this proposal. Where is the guarantee that the bridge would be made to disappear if a tunnel were built? What would be the cost of dismantling the bridge? What damage would be done to the River, and to the homes whose foundations rest on the bedrock where the drilling would take place? Where will the exhaust vents be put? What effect will they have on local air? A tunnel with increased capacity for cars, trucks and rail will result in the same unwanted development and urbanization and eventual congestion as would a new,

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expanded bridge with rail. The idea of
leaving the bridge and constructing a
tunnel as well, proves that the bridge is
repairable and thus doesn't need to be
replaced, as well as proving the real goal
is to increase development. The Thruway
will not consider any bridge --

A VOICE: You made your point
already.

MS. KNIGHT: -- option which does
not include lanes for vehicular traffic.

I believe that there -- that the
Thruway is only courting the people who
want a tunnel because they believe the
people in river villages on either side of
the Hudson will see it as an improvement
to the riverfront vista, because they fear
we have no power to stop the Thruway from
building. Once it is discovered there is
no Federal or State money to support such
an enormous project, the Thruway will use
the now established support for a tunnel
as proof that the local communities
support a new crossing, and will proceed

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to build the expanded bridge they have been dreaming about all along. Once they get us to agree to the tunnel option, we will have lost our ability to oppose a new crossing. We must not allow ourselves to be manipulated by this game. No option must be considered which will bring additional vehicular traffic or street traffic to Rockland County.

For the above-stated reasons, I urge all residents and elected officials of Rockland County to resist any proposal for a new crossing without first seeing an independent evaluation of the condition of the bridge, a regional transportation plan which includes New Jersey instead of Stewart Airport, and an immediate implementation and study of congestion pricing, West Shore Commuter Rail, a bus transfer station connecting to MTA in Westchester, and a possible new bridge in Newburgh and other measures to remove truck traffic from the Tappan Zee. I would also like to see a declaration by

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2 all parties connected to the Pataki
3 Administration who have any financial or
4 business ties to interests at Stewart
5 Airport.

6 MS. FITZPATRICK: Anybody else who
7 would like to speak?

8 MR. WAITE: Thom Kleiner.

9 **TZ-047T** MR. KLEINER: Thom Kleiner,
10 Orangetown Supervisor. I spoke in the
11 earlier session. I just wanted to note,
12 for those of you who are here for the
13 later session, that if you wanted to see
14 anything from the earlier session or
15 anything you missed in this session, as
16 part of our Government Access Station we
17 will be showing this on Orangetown
18 Governmental Programs, which is normally
19 the C-Span II station, now moved to
20 Channel 66, 6-6. And it's likely to be on
21 Tuesday, February 3rd, if I have the right
22 day of the week. The first week in
23 February.

24 Thank you again.

25 A VOICE: What time?

Show us the plan. Show us the money.

Thruway Meeting January 15, 2003

I feel I must comment on the location of this meeting. To many of those in Rockland County, the presence of this Mall is a testament to the Thruway's lack of awareness and sensitivity to local concerns. It might be unintentional, but the result is the same. It is a mockery to the tireless warriors in the fight against sprawl that we should have to make our case by attending meetings in a Mall that we all fought to keep from being built, including some who vowed never to set foot in it ~~at the Palisades Mall~~. You can't sell the public on the idea that you can be trusted to help fight sprawl by displaying your cozy relationship with the Palisades Mall.

Funding

Is it not true that the aim of these meetings is to get Federal money? (**article: officials unite to push 4 mammoth transit plans**) With funds dried up at the MTA, and at the Federal, State and local level, how can we be guaranteed that the funds for a rail connection won't evaporate while the bridge is being built, and that the cost of removing the old bridge doesn't become too much of a burden down the line? How can we qualify for funding if we don't have the needed ridership for the rail component, particularly while competing for funds with projects in much more populated areas? How can we be sure that we won't see a repeat of what happened with the George Washington Bridge, where the funding for the rail never materialized because the numbers of potential riders was too low? How is this project more qualified for that money than was the GW Bridge? Presently, the congestion on the George Washinton Bridge is much worse during rush hour than on the Tappan Zee. Why is no one proposing an expansion or rail on the GW Bridge?

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Repair VS. Replace : Costs

We have yet to see a useful draft of a comparison of the cost of repairing the bridge versus replacement. Until the Thruway's study of the bridge condition and an independent study of the condition of the bridge are complete, it is impossible to claim to know what the cost will be for the repair option. Conversely, it is impossible to discuss the cost of replacement vs repair when there are so many variables for replacement. To say at this stage that repairing the bridge would cost the same as replacing it is dishonest and manipulative at worst, and confusing at best. We need less

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confusion, smoke and mirrors, and more hard, provable data before we can compare costs.

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Pataki

Governor Pataki is in charge of the Thruway, and he appears to be controlled by developer interests. **(Air quality waiver article)**

He has yet to make an appearance in Rockland or anywhere to answer questions only he can answer about the proposed bridge replacement and ancillary issues.

The reason may be that there is a great deal of skepticism in the local communities regarding the Governor and his motivations. There have been questions about the propriety of the Hudson River Greenway dismissals, transforming “a legitimate regional organization to just a political tool.” (Andrew Mele, executive director of Hudson River Sloop Clearwater) For example, Pataki’s proposed appointment of Barbara Murphy, to replace Greenway Director David Sampson, had been criticized as inappropriate because Ms. Murphy’s was one of three principal investors in *Riverbanks* a multi-million dollar condominium project in Cold Spring NY that has drawn opposition from residents. The Greenway Communities Council has played a role in negotiating the dispute. If Ms. Murphy were to become the council’s director, she would be in charge of the group that is negotiating the dispute over her own project.

Another highly questionable relationship was between the Governor and his appointee as chairman of the State’s Public Service Commission, which regulates utilities. **(read article excerpts, Critics Fault Lobbyist’s Work for Pataki.)**

And most recently, another questionable Pataki appointee James Lee Witt, who was chosen to lead the safety review of Indian Point, and was forced to resign because of his links to Entergy Corporation, owner and operator of the plant. Perhaps the Governor does not want to face Bridge replacement opponents because he fears embarrassment.

Stewart Airport

Of particular concern is the Pataki administration’s interest in developing Stewart Airport and the surrounding area in Orange County. When you look at the Thruway Study maps, it is obvious that the TZ bridge is merely a small segment in a massive regional development plan. Not a regional transportation plan, because none exists, just a developers’ dream to bring large-scale commercial and residential development to Orange County. The

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present capacity of the TZ corridor is seen to limit mobility and thus continued development in the region. Therefore, the present TZ crossing is seen as an unwanted obstacle to developers' interests. Hence, the conclusion that is must be replaced. This is a scheme in which Rockland wants no part, nor will we share any benefit, and will only suffer the costs to our health, wealth and quality of life. It is also important to note that in a post 9/11 reality, and the decrease in airport traffic nationwide, should be taken into consideration before giving priority to any airport expansion at taxpayers expense. Where is the referendum or public hearing or environmental review on creating a major air travel hub in Orange County? Do we want to live in Queens? There are significant health and environmental costs associated with the noise and pollution and congestion near airports. Not to mention fears of attracting terrorism. Proximity to Airport noise has been proven to interfere with children's memory and reading ability. (airport noise and children article) (article: constant background noise)

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Air Quality, Noise Pollution and Flooding

Members of GUARD have requested an Epidemiological study for the region. ~~The TZPC~~ supports this request. With the very real possibility that it will become necessary to shut down Indian Point, combined with the prevalence of several current applications for new power plants now in play, we stand to see a worsening of our air quality. We already know that Rockland and Westchester Counties are non-attainment zones for levels of ozone pollution and other contaminants. We feel it is therefore necessary to wait until it has been determined how many power plants are going to be built, and what effect they will have on the region's air quality, before we can consider bringing more automobile, truck and rail traffic into Rockland and Westchester. (New Tappan Zee Bridge could add to our pollution. George Sherman, Sierra Club article) (read quotes from Traffic pollution article) (read article on Diesel exhaust)

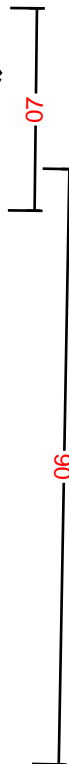
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Open Space/Anti-Sprawl/Population Growth

Increased Capacity leads to increased growth. (Best-Selling book Fast Food Nation. find quote) (Article: Answer to Gathering Stampede of Autos)

One wonders if the Governor or the officials of the Thruway and the MTA have ever bothered to spend any time in Nyack and Piermont or anywhere in Rockland outside of this Mall. One gets the impression that ~~none of you~~ *they do not* understand the historic significance, nor the natural and cultural beauty of this place, nor its vulnerability and fragility. The first Tappan Zee bridge

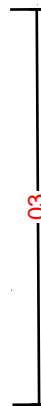
destroyed the rural quality of Rockland in spite of local efforts and brought unplanned growth to the region. Rather than adding insult to injury as you are now attempting to do under the guise of alleviating commuter woes, the Thruway and the MTA should be apologizing and making reparations to the Villages of the Nyacks and the rest of Rockland County by moving the unwanted traffic out of our backyards. Hasn't Rockland suffered enough? Isn't our air bad enough? The region cannot withstand more growth. We have recently experienced severe drought conditions spanning several months. We are still trying to manage the growth and assault on traffic patterns and air quality, which has occurred since the development of this unwanted Mall. Any further increase of mobility and/or capacity in the region, whether by rail, truck or automobile traffic, is the equivalent of sending an engraved invitation to developers, both residential and commercial, to continue to build. This push to build will result in an increase in cars and trucks and will destroy what scenic beauty, breathable air and available water resources we have left. If you think that having a rail alternative will get people out of their cars, go over to Westchester where they have a train directly into the heart of Manhattan, and see how many people are still cramming the roads and highways. Increased mobility and capacity brings more development, which in turn brings more cars and trucks and people.



Condition of the Bridge/ Independent Study and Trust Issues

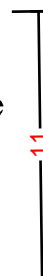
We need an independent study of the condition of the bridge, history has taught us not to trust our fate to anyone else's judgement about what is good for the region. The fact that repairing the bridge is one of the options being considered proves that it can possibly be repaired and may remain useful for the region.

If the Thruway wants our trust they should fund an independent study with a contractor selected by the affected communities, with the stipulation that the contractor must not be a New York State firm. Only then can the local residents begin to consider trusting in this process.



Congestion

Without Congestion busting measures, and without waiting to see what the effect of the new Westchester interchange will have, how can we discuss the issue of congestion, and what it will take to relieve it? There is little evidence that congestion on the bridge, when it does occur, is due to the actual size of the bridge. In fact, with all of the construction in Westchester,



and the increase in tolls on the GW Bridge, we cannot get a true picture of the traffic flow at this moment. The Thruway should wait until all construction in Elmsford is complete, and should experiment with congestion pricing before attempting to make definitive statements about the condition of traffic flow in the Tappan Zee. Furthermore, even if it were to be determined that the bridge has reached capacity, that is a signal that we should put a halt to any further unwanted growth or development in this scenic area, not use it as an excuse to try to build our way out of it.

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Economic Growth/ Inconsistent findings

In the Thruway Study it is repeatedly mentioned that employers in Rockland do not see the alleged congestion on the bridge to be detrimental to job growth or worker mobility, nor is it seen to have a negative impact on employment and businesses in the County. One of the stated goals of the Thruway study is to spur economic growth. This is not needed in Rockland. The only economic growth being pursued by the Thruway interests is for the benefit of those persons investing in the development of Stewart Airport and Orange County.

Alternatives

We have repeatedly requested a TZ bus Transfer station, which would bring commuters directly to the Metro North tracks. This is an option which must be explored in combination with congestion pricing, removal of truck traffic, and the restoration of passenger rail on the West Shore line.

The West Shore option makes use of available rail and investment of money, ie, the Secaucus transfer station, without takings of property or risking further environmental harm, and without increasing lane capacity for cars and trucks, at a lower cost. Furthermore, this lower cost would be shared by 2 states and would therefore be more attractive as a competitor for scarce Federal Transportation Funds. There are many who question the total lack of cooperation between New York and New Jersey Transit Authorities. From having attended meetings sponsored by New Jersey Transit, I believe that New Jersey would like to work with New York, but that the MTA and the Thruway do not care to work with New Jersey, even though the West Shore would bring relief to commuters much more quickly, and at much less cost to taxpayers.

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Tunnel

I find it very disappointing, though not surprising that the GUARD leadership is now falling in line with a push to build a tunnel. I believe there is no money for a tunnel. And secondly, I believe though it is easy to understand why officials in Tarrytown will benefit from a tunnel, as the Eastern shore is already completely overdeveloped and has nothing to lose, the western side has nothing to gain in this proposal. Where is the guarantee that the Bridge would be made to disappear if a tunnel were built? What would be the cost of dismantling the bridge? What damage would be done to the River, and to the homes whose foundations rest on the bedrock where the drilling would take place? Where will exhaust vents be put? What effect will they have on local air? A tunnel with increased capacity for cars, trucks and rail will result in the same unwanted development and urbanization and eventual congestion as would a new, expanded bridge with rail. The idea of leaving the bridge and constructing a tunnel as well, proves that the bridge is repairable and thus doesn't need to be replaced, as well as proving that the real goal is to increase development. The Thruway will not consider any bridge option which does not include lanes for additional vehicular traffic. A tunnel will damage the river and cause enormous disruption to the river villages. As both the 1984 and the current Thruway study state, any additional vehicular capacity will be filled in less than a decade. I believe that the Thruway is pretending to consider a Tunnel because people in the River Villages on either side of the Hudson will see it as an improvement to the Riverfront vista, and because they fear we have no power to stop the Thruway from building. Once it is discovered that there is no Federal or State money to support such an enormous project, the Thruway will use the now established support for a tunnel as proof that the local communities support a new crossing, and will proceed to build the expanded bridge they have been dreaming about all along. Once they get us to agree to the tunnel option, we will have lost our ability to oppose a new crossing. We must not allow ourselves to be manipulated by this game. No option must be considered which will bring additional vehicular traffic, or street traffic to Rockland County.

Traffic relief measures

Truck traffic must be removed by diverting it to Newburgh, where it would be most appropriate to build a new crossing, and where the development is still on the increase. Most of the truck traffic is going to New England and

would benefit from crossing north of the Tappan Zee. This bridge was not designed for the present volume of truck traffic, it is true. The current onslaught of trucks over the TZ is the result of a mistake made by the Thruway Authority in connecting 287 to 87. Instead of covering your mistake by replacing the bridge, you should make reparations to Rockland and Westchester by moving truck traffic away from the Tappan Zee. This option must be explored before any new bridge should be considered here. If the Thruway was indeed sincere about showing concern for local commuters, then they should not have allowed this mall to be built here, and should not have allowed the GW bridge to raise tolls without a similar raise on the Tappan Zee Bridge, or at very least should be putting congestion pricing into place. Due to Government regulations, the size of a bridge has to match the size of the connecting highway. Therefore, the Thruway Authority can't widen the Thruway without widening the bridge first. We should all be very wary that the push to widen and/or increase capacity with a new bridge or tunnel might just be the appetizer to prepare us for the main dish. A wider Thruway from Connecticut to New Jersey.

For the above stated reasons, I urge all residents and elected officials of Rockland County to resist any proposal for a new crossing without first seeing an independent evaluation of the condition of the bridge, A regional transportation plan which includes New Jersey instead of Stewart Airport, and an immediate implementation and study of Congestion Pricing, West Shore Commuter Rail, A bus Transfer station connecting to MTA Rail in Westchester, and a possible new bridge in Newburgh and other measures to remove truck traffic from the Tappan Zee. I would also like to see a declaration by all parties connected to the Pataki administration who have any financial or business ties to interests at Stewart Airport.

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