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2 containerization port being put in the
3 Port Authority facilities in Elizabeth.
4 And there is no rail crossing until you
5 get to Albany.

6 I'll end now and I'll continue
7 later.

8 MR. WAITE: Thank you.

9 Our next speaker is Kenneth J.
10 Vogel.

11 **TZ-031T** MR. VOGEL: I'm only 35, so I'd like
12 to be old enough to see all that built.
13 Why I bring that up, because I was at the
14 scoping session for Allied Junction in
15 1992 at the age of 25. We're not even
16 halfway there. I also want to comment on
17 the lady whose backyard is along the
18 Thruway. I have two and-a-half acres, two
19 horses and I only paid \$125,000 for it.
20 Guess what, I live in Ulster County, and
21 me and all my new neighbors, building all
22 new mansions are all commuting down here
23 too. And they're getting more, because
24 every one of the people I graduated high
25 school with, in Bergenfield, New Jersey,

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2 don't live there anymore. They live up by
3 me, or 75 miles west. This is why I
4 wanted to bring this up, that it's not
5 just an east/west corridor. He's kinda
6 right, you gotta get a plan for
7 north/south.

8 And why I also bring that up is
9 Ulster County is having a planning --
10 master plan meeting tomorrow night, by the
11 way, while the other guys are over in
12 Orange Community College. To handle all
13 of that traffic up there. You might have
14 heard of I-86. Yes? It's Route 17,
15 turning into an interstate highway. I've
16 been at that scoping session, by the way,
17 back in 1998, at Sullivan Government
18 Center, Sullivan County. They have no
19 plans to go east of the Thruway, which
20 means all that traffic's coming down to
21 you guys too, which makes it real
22 interesting. They're not going over the
23 Bear Mountain, which is the only other
24 bridge they can use, in case you have some
25 problems when they construct this new

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bridge at Tappan Zee. Something to think about. By the way, also, even if all you do is put a rail line, say New Jersey Transit does it -- by the way, I don't think anybody from New Jersey Transit's here -- say they put a transit station right here at this mall, what do you think the people of Orange County want to do when they want to get there quicker? Take the Route 6 Bypass to the Palisades Parkway and come here too, because they're working on the parking problem up there. MTA already knows about that. I was at the Woodbury Common scoping meeting two weeks ago.

I was gonna talk about how like the railroads in the past were in competition with each other, instead of doing this together and that's why the rail lines don't meet, which is why they sort of gotta plan it now in a backwards kind of way. And this is what I notice about the pictures across the hall, a lot of lines were sold and now have houses on them that

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would help eliminate the problem.

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Another thing about engineering wise, West Shore elevation above sea level and the abandoned rail line that goes along the Saw Mill Parkway are about the same. Probably make it really easy to connect the two, which is why I'm thinking that route ought to be like considered, so people that live in that section of the Bronx can take rail line down there into New York.

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Speaking of which, not everybody's job is at the other end of the railroad in New York City. Maybe some day it will be. But I think that's the point, is that you want to have the connections so that you can get around, which is why you really don't need to get the train going to Allied Junction. You can hop a train going to Bergen line to do that. You know, or the idea here is to get a train to get to Grand Central, or, think about this one, the people in New Jersey going north, which is why the connection is

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going north, which is why the connection to Stewart Airport, so that we don't have to keep flying out of Newark every time.

But that brings me to that new Penn Station, Penn Station Tunnel underneath the Hudson River. Everybody notice that they don't plan to make a right-hand turn and head north when they come out of the tunnel, that it's just to add to the congestion that Allied Junction will bring. I mean, think about it, if they made the connection there, made that right-hand turn, we'd be on the West Shore, you'd be up here really quick; wouldn't you. But for some reason you gotta go over to Allied Junction, up and through Meadowlands Arena and then up the West Shore. So it makes me wonder, when I was at the West Shore meeting back in '98, who's gonna build it faster; you guys building the bridge up here or them building the bridge down across the Hackensack over to Meadowlands down there? It's kind of, you know, timing issue

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2 there. Like I said, the train can go
3 either way, north or south.

4 I think I covered it all. Anybody
5 got any questions?

6 MR. WAITE: I'd just like to remind
7 you, when you come to the podium to
8 announce your name and if you're
9 affiliated with an organization, please
10 let us know.

11 Next is George Sherman.

12 TZ-032T MR. SHERMAN: My name is George
13 Sherman. I'm President of Concerned
14 Citizens for Responsible Development, and
15 we are associate members of GUARD.

16 I'll keep my comments brief this
17 evening because I will be submitting our
18 concerns in writing in the next couple of
19 weeks. There's just one area that I
20 really would like to deal with, I don't
21 know if it's been dealt with in the
22 previous scoping meetings, I've been
23 talking about it for years now at all the
24 meetings with the New York State Thruway,
25 ever since Governor Pataki announced his

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2 well, there's woods and there's farms and
3 whatever. And, yes, that's lovely. But
4 there's Nyack, and there's Tarrytown and
5 there's Grandview and there's Piermont and
6 there's Irvington and whatever. So I
7 think we have to weigh that. And instead
8 of assuming that we're going to be able to
9 funnel more and more people down, which,
10 of course, everyone has said there's just
11 going to be more and more traffic, because
12 more and more people are going to be
13 moving to those areas. And I think if we
14 get stuck thinking we're going to just
15 keep funneling to this one crossing, that
16 we're going to be overwhelmed before we do
17 it. So I just wanted to express that. If
18 there's any way that I can help, I think
19 we just can't take away more from Nyack
20 and Tarrytown in this area, so, anything I
21 can do.

22 Thank you very much.

23 MR. WAITE: Thank you. I'd like to
24 call Kenneth Vogel to the podium.

25 TZ-055T MR. VOGEL: Hi. Thanks. Let me --

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2 before I get on to subjects that are
3 different than when I spoke earlier, what
4 she was saying about alternative routes,
5 like I-86 and 684 and stuff. I own a
6 pickup truck and I take 287 across the
7 Tappan Zee, and I live in Ulster County.
8 And you guys know why; right? Cause
9 there's commercial plates on it. You
10 can't go on a parkway with a commercial
11 plate, even if it's an F-150 six foot bed
12 truck. So therefore I add to that
13 traffic.

14 Anyway, one of the things I wanted
15 to bring up was right-of-way ownership.
16 CSX, Norfolk and Southern, other people
17 ownership as far as right-of-way goes.
18 And MTA's kind of out of the loop on that
19 one. But, from what I understand, the
20 Thruway owns their property. And one of
21 the questions that was talked about on the
22 other side there was why the Tappan Zee is
23 located where it is. Well, the Bear
24 Mountain Bridge came first. It's the
25 first passenger vehicle crossing across

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2 the Hudson because it was the shortest
3 distance between two mountains to cross
4 way back when, when the technology wasn't
5 quite there to cross where the Tappan Zee
6 is now. You go too far south, by the way,
7 end up in New Jersey and you wouldn't have
8 what you call the New York State Thruway
9 going across New Jersey, that wouldn't be
10 right. However, 287's an interstate. So
11 who owns that? Because I brought up the
12 question of why they took the toll out in
13 Spring Valley when 287 came through.
14 Tappan Zee's still on 287. You know, so
15 it's an interstate, I would assume we're
16 part of this.

17 But, anyway, also ownership in the
18 rail line, for example, the Hudson Line.
19 Anybody read in the paper last week about
20 Amtrak possibly discontinuing the service
21 to Albany, to save some money, and MTA
22 would take the trains past Poughkeepsie,
23 all the way up to Albany? I mean, that
24 makes sense, because Amtrak has to go from
25 Boston to Chicago and not take the Hudson

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2 Line. So that would kind of make sense
3 with a lot of trains taken across a tunnel
4 and connecting there, to head south,
5 instead of Westchester. Besides there's
6 trains sitting down at Grand Central that
7 go up to White Plains. So why do you
8 gotta go east and west. Have those people
9 either drive or take a bus when they get
10 off a train at the Westchester side of the
11 Hudson.

12 Anyway, the -- that brings me down
13 to let's say you do a toll -- I mean, do a
14 tunnel for this rail for the Hudson Line
15 that I was talking about and the Thruway
16 does a bridge instead of a tunnel, well,
17 they're not quite on the same structure.
18 Does that mean you got two separate
19 projects, two separate owners and the
20 money gotta be split in half kind of
21 thing? It's a good question with
22 financing.

23 And the last is like the alternate
24 routes of old right-of-ways of rail lines,
25 this includes all of way up in Ulster

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2 County, where I live, is that some fool
3 way back when, who didn't decide on
4 planning on scoping committees to happen
5 in the year 2000, decided to build houses
6 and stuff on the right-of-ways. That
7 could have been resolved questions. So
8 everybody's going like, oh, there's stuff
9 built there. Well, somebody's dumb fool
10 of selling the property in the first
11 place. And that kind of goes, you know,
12 with keeping the bridge -- I remember
13 somebody was saying across the hall there
14 about keeping the bridge, and they said,
15 wouldn't that be nice to turn the old flat
16 part of the bridge into a park? And my
17 answer to them was, well, look what they
18 did in Piermont, put condos on it. So
19 that was my thought about that one.

20 Take care.

21 MR. WAITE: Next speaker, Barton
22 Lee.

23 TZ-056T MR. LEE: Anyway, I've been a
24 resident of this area for 33 years, and I
25 know what they want to do with the Tappan