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2 Thank you.

3 MR. WAITE: Our next speaker is  
4 Nancy Single.

5 TZ-054T MS. SINGLE: Hello. I haven't done  
6 this before. I've lived in Nyack and the  
7 Nyack area since 1948. And I commuted  
8 across the Tappan Zee Bridge from 1968  
9 until 2001. And I watched the Tappan Zee  
10 Bridge being built. I saw what happened  
11 to South Nyack. And some of my friends'  
12 older siblings actually rode their  
13 bicycles across the Bridge the first day  
14 before it was open to traffic.

15 Really I'm speaking I guess  
16 experientially at this point, because I'm  
17 coming in new to this whole -- I mean,  
18 I've always been concerned and thinking  
19 about it, but I'm speaking from my  
20 experience. And one of the things -- I'm  
21 following what everybody has said, and I'm  
22 sure people have thought of this, but I  
23 just want to say it, that my concern about  
24 the rail is my experiential understanding  
25 is that the majority of people who cross

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the Tappan Zee Bridge, and I'm talking about now the commuters in the morning, west to east and afternoon east to west, are not going to Manhattan. From what I understand, in talking with some of the committee, the consulting firm, that's true, that the majority is not going to Manhattan. So my concern would be that if we offer too convenient a rail system that hooks up with Metro-North in Westchester, that we're going to be inviting more people to use this Corridor than are already using it, and it's not going to be solving the problem to thousands of people who are going across now. So I would urge concern about doing that a little bit too easily.

I think we have to look very carefully, and, of course, everybody's thinking of planning, we have to look ahead, if we are going to bring people across by rail. Where are we going to put them and how are they going to connect to other places?

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2 Thinking of it as a novice, in a  
3 sense, my question would be, and I guess  
4 everyone's: Where are people going? And  
5 where are people coming from?

6 And in the last five, eight, ten  
7 years we've all seen such an increase in  
8 people moving to Orange County. I know  
9 people in Ulster County who are commuting  
10 across to Westchester. And I guess that  
11 would be the other thing I would say is,  
12 and people are mentioning it, obviously,  
13 is thinking in longer term planning of  
14 other corridors. I think the question  
15 isn't really how do we funnel this number  
16 or more people into this corridor across  
17 this track, you know, this crossing. I  
18 think we can't get stuck on looking at  
19 that. I think we have to look at, are  
20 people coming from Ulster, are they coming  
21 from Orange County. Maybe we have to beef  
22 up Route 6. Maybe we have to beef up the  
23 Newburgh-Beacon Bridge and bring people  
24 across to 84, 684 or across -- bring the  
25 Sprain up to that. And people might say,

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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.

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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 --