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2 the entrance lobby.

3 If you have already submitted
4 comments in response to Department's
5 publication of the revised Notice of
6 Intent, you do not have to resubmit them
7 because they're already part of the
8 record.

9 Again, to remind you, written
10 comments will be accepted by the
11 Department until March 31st, 2008.

12 We have two people who have filled
13 out cards. We have Steven Albert.

14 Steven, if you come forward.

15 And, Mr. Vogel, you're right up in
16 front there.

17 Please make your comments there.

18 Thank you, sir.

TZB-030T 19 MR. ALPERT: Yes. My name is Steve
20 Alpert.

21 I have a couple of thoughts and
22 questions. The first one I have is,
23 obviously, one of the things that was
24 talked about was 4A, I believe, was
25 Option 4A, which had all the rail

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connection all the way to Port Chester from Suffern, which, obviously, I think serves a great deal of -- you know, as far as, you know, opportunities for mass transit for those who could use mass transit it would -- it would improve that vastly. Obviously, there's a cost involved, number one, I wanted to get on that in a second.

But, number two, there was mention of only two connection points to the existing Metro-North Railroad; one was the Hudson division, right across the Tappan Zee Bridge, and the other was the New Haven division, which is all the way in Port Chester. What about the Harlem division, which is sort of halfway between those two? Which would open up a lot of areas in Westchester, in case people wanted to travel from Rockland County into other parts of northern Westchester or southern Westchester, like Yonkers or Mount Vernon or whatever. I mean, different areas that are serviced by

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strictly the Harlem -- I'm sorry, by the Hudson or by the New Haven divisions, different areas of Westchester County. But I think if they are going to end up building a railroad that goes all the way across, it would be prudent to have connections to all three divisions, rather than just the two on the outer edges of Westchester.

That's my first thought.

My second thought, obviously, getting back to the cost. Obviously, right now there's seven lanes on the Tappan Zee Bridge, and it's not sufficient for those who travel in the morning rush hour and the afternoon rush hour the other way. I don't make that commute personally, at least not typically. My job is -- actually, I travel mostly out of town. However, in being out of town, in other parts of the country and having to deal with their transit situation, as far as people getting around at rush hour and whatnot.

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But back to the matter at hand, here in Westchester/Rockland area there's a lot of backups on the bridges. And to go from seven lanes to eight lanes, which is proposed in the proposals that I've seen, eight plus two HOV lanes, which I presume would be one in each way, it's really not a huge increased number of lanes. I don't know if it's just going to also be backed up the minute it's built.

So that's another thought. Maybe you should consider enough lanes to support traffic now, let alone traffic in 20 years. That's another consideration.

The third comes back to the cost. Now, here in the New York area, everyone probably knows, the tolls, for instance, like the George Washington Bridge is going up to \$8, even with EZ-Pass, starting next Monday. These are obscene tolls that are being charged everyday to people commuting. Eight dollars everyday, everyday. For myself one of the places I do have to go periodically is Queens.



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2 That's now a \$17 commute each day, if I
3 have to go to Queens, which is a drastic
4 expense.

5 Now, in other areas of the country
6 this toll -- I'm sorry. These bridges
7 that are not toll bridges, they're
8 actually substantial bridges, in some
9 cases beautiful bridges, like one I was at
10 recently in South Carolina. There's a
11 bridge called the Revanol(ph) Bridge.
12 It's one of the most gorgeous bridges I've
13 even seen in my life. It's about the same
14 length as the Tappan Zee Bridge. It's
15 several miles long. And it's a huge
16 monstrosity that's just beautiful. I
17 can't even begin to describe it. It's
18 like a big beautiful in the sky. There's
19 no toll in either direction. These sort
20 of bridges are built in areas of the
21 country a lot of times with Federal funds
22 that come in, so that the local residents
23 are not saddled with the huge expense of
24 operating and maintaining a bridge. And
25 I feel that New York, people who've built

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2 bridges and tunnels in the area, you know,
3 none in the last 50 years, the Tappan Zee
4 Bridge is only 50 years old, they have not
5 done a good enough job securing funds so
6 that people of the area are not saddled
7 with the extreme costs of operating such
8 structures.

9 So I really think that if we're
10 going to consider building a big bridge,
11 however, whether it's a replacement or a
12 supplemental, you know, maintenance of the
13 existing and supplementing it with
14 additional roadways, I think that is
15 should be considered ways to get our
16 congressmen and our senators on board to
17 get a lot of Federal money, so that we
18 are not saddled with \$20 tolls to cross
19 the bridge or for a \$25 train farre to
20 cross the bridge. It's just ridiculous to
21 expect people to have to spend so much
22 money just to get to work.

23 MR. PLOTCHYK: Okay. Thank you,
24 Mr. Alpert.

25 Mr. Vogel.

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