

1 Proceedings

2 So this is just an item of record.
3 The business community of Rockland
4 implores you to please come up with a
5 vision for tomorrow that includes a new
6 bridge and commuter rail.

7 Thank you.

8 MR. PLOTCHYK: Thank you, sir.

9 Mr. Bodin.

10 MR. BODIN: I'll use this
11 microphone.

12 MR. PLOTCHYK: Okay.

TZB-023T 13 MR. BODIN: I learned from John
14 Platt, who's the Executive Director of
15 the Thruway Authority, don't show your
16 back to somebody you're doing business
17 with.

18 I've been involved with the Thruway
19 since the first meeting at the Hilton at
20 the very, very beginning.

21 The proposed introduction of
22 congestion pricing in New York City
23 suggests changes to the Tappan Zee Bridge.
24 Bus rapid transit lanes no longer need to
25 be physically separate from regular

10

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

traffic lanes. The same electronic devices to be used for congestion pricing can be used to keep bus lanes free of unwanted traffic. Bus lanes should be on the outside lanes, that is so local buses can use them, as well as express buses.

The HOV lanes on the Long Island Expressway are in the middle and cannot be reached, except by crossing traffic.

A bus station located under the Tappan Zee Toll Plaza, connected by elevator and escalator to a new Metro-North station directly under the Tappan Zee can work well.

After that first Tappan Zee meeting at the Hilton, I was part of a committee that walked under the toll plaza, with an engineer from the Thruway. We agreed it was easy to reach the new Metro-North station under the toll plaza by escalator and elevator.

Now that the Yankee Stadium is getting a new Metro-North Station, consideration should be given to a new

10

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

Metro-North station under the Tappan Zee Toll Plaza. It can be built now and not depend on rebuilding of the TZ Bridge.

10

Last night I was in New Jersey at a meeting of ARC, --

MR. PLOTCHYK: Sir, you have 30 seconds.

MR. BODIN: -- Access to the Region's Core. I've been involved with that. Well, at the present time Tom Schultz is the ARC Project Director.

When the Tappan Zee started, I met Tom at the second meeting in Nyack, which is when I met John Platt. He went and he's now directing that. That project is going to happen. Funding is in place. Plans are in place. And they've got most of the approvals and the EIS or whatever they call it to get there. There will be a connection from the Port Jervis line through Secaucus to Penn Station.

I'll say that again.

MR. PLOTCHYK: Mr. Bodin, you're out of time, sir.

1 Proceedings

2 MR. BODIN: Thank you.

3 There will be a connection between
4 the Port Jervis line. There will be a one
5 seat ride to Penn Station. There will be
6 no need to commute across the Tappan Zee
7 Bridge by rail.

8 MR. PLOTCHYK: Sir, we have
9 additional speakers.

10 MR. BODIN: I understand what you're
11 saying. I'm not through.

12 MR. PLOTCHYK: We have a
13 stenographer you can give comments to.

14 MR. BODIN: That's too good. These
15 people need to hear facts that's not being
16 presented to you. You're being presented
17 with information that's stale. I gave you
18 what needs to be known.

19 There is congestion pricing in New
20 York City. None of these plans show any
21 electronic control of the traffic lanes.
22 It's up to you to ask those questions.

23 Thank you.

24 MR. PLOTCHYK: Thank you, sir.

25 Faith Elliott.