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2 off the entire thing is, this is a huge
3 public works project, although they've
4 done similar things elsewhere, I know the
5 MTA did a project like this at the
6 Stillwell Train Station, if they could
7 utilize the public works project as also
8 an alternative energy source --

9 MR. PLOTCHYK: Sir, you have 30
10 seconds.

11 MR. TANGREDI: -- and using maybe
12 solar paneling over parts of the Bridge.

13 That's it.

14 Thank you very much.

15 MR. PLOTCHYK: Okay. Thank you,
16 sir.

17 Mr. Campa.

TZB-007T 18 MR. CAMPA: Good evening. I'm a
19 life-long resident of the area. I was
20 born and raised in Westchester. And I
21 want to thank you personally for the
22 energy that you're expending on this
23 project. I think it's long overdue.

24 I'm a little surprised and
25 disappointed that we didn't see an

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alternative that included tunneling. I think the advancement and those capabilities have been so great. One of the things that comes to mind specifically is the fact that two countries that were at war for over 800 years were able to tunnel underneath the English Channel in order to put in easy transportation between those two. If France and England can come together to do a project like that, I imagine that we could do it here.

It almost seems like a no brainer to me to complete the project underground, for a variety of reasons; so that we don't impact the beautiful landscaping that we have here, and -- and other pollution ideas.

But with the idea that that might not happen, a couple things come to my mind that I'd like to see the committee consider as this project goes forward is, number one, the future viability of the project I think is something that needs to be part of the initial implementation.

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2 The Tappan Zee Bridge, which was a great
3 project back in the Fifties, was extinct
4 in under 50 years. And I think that
5 anything that we do, going forward from
6 here, should contain built in
7 expandability, so that future generations
8 can take the work that we're doing today
9 and expand on it in say 40 or 50 or
10 60 years from now --

11 MR. PLOTCHYK: You have 30 seconds,
12 sir.

13 MR. CAMPA: -- it will inevitably
14 be necessary to expand the movement
15 through the Corridor.

16 And the other thing that I think is
17 important is there's a ton of wasted fuel
18 and a ton of passed emissions into the
19 environment because so many vehicles need
20 to pass through New York City to get from
21 Rockland and Westchester out to Suffolk
22 and Nassau. And if we don't it as part of
23 this first phase, certainly crossing the
24 Long Island Sound to allow both commercial
25 and passenger traffic to get from Rockland

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2 County out to Nassau and Suffolk, without
3 passing through New York City, probably
4 would make a great impact on the
5 environment.

6 MR. PLOTCHYK: Sir, you're out of
7 time.

8 A VOICE: Here. Here.

9 MR. CAMPA: Thank you very much.

10 MR. PLOTCHYK: Thank you very much.

11 Mr. Porterfield.

12 MR. PORTERFIELD: Okay. I'll keep
13 my comments --

14 MR. PLOTCHYK: You have two minutes.

TZB-008T 15 MR. PORTERFIELD: I'll keep my
16 comments brief. And I'm going to address
17 an issue that so far hasn't come up, but
18 has to do with the appearance of whatever
19 structure would be proposed as a
20 replacement bridge. I didn't see a lot of
21 that in the materials so far. I don't
22 know if the engineers have deliberately
23 avoided that issue at this point. That
24 should be opened up to an international
25 design competition, open to architects and