

**TZB-078E**

I live in Montebello (that's adjacent to Suffern) in Rockland County. I've been following the TZ debate since its inception in 1999.

I believe that Rockland and Orange counties desperately need rail service across Rockland County and across the Hudson, from Suffern to Westchester. Otherwise, with current population trends and with the continuing suburbanization of Orange County, the already-inadequate east-west roads in Rockland will grind to a halt, and the Thruway will come to resemble the Long Island Expressway, where the only hope of a trip at the speed limit is at 3 AM.

My first choice, then, is Alternative 4, commuter rail from Suffern to Port Chester.

If this alternative encounters heavy political opposition in Westchester, I would opt for Option 4D, with commuter rail from Suffern to Westchester near Tarrytown, and BRT from Suffern to Port Chester.

I see BRT as inferior to rail for several reasons. The most important is that people are much more likely to switch to trains than to buses. It's partly a matter of perception, but perception is important. People see commuter rail as upscale, and bus transit as for poor people who can't afford cars. After all, if you think of upscale suburbs like Bronxville or Scarsdale or Chappaqua, you think of their residents commuting by train. You never get a mental image of their residents getting on a bus! Trains also have greater capacity than buses, are more comfortable because of the vehicles' bigger dimensions (wider seats, etc), and are more energy efficient.

We must have mass transit across Rockland and Westchester or 287 will become a chronic parking lot. Trains are the best, but BRT is better than the status quo.

Thanks for listening.

Sincerely,

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