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2 What I neglected to mention is we're
3 trying to keep comments to three minutes.

4 Thank you.

TZB-031T 5 MR. VOGEL: Before I start my
6 three-minutes, I just want to recap just
7 a little bit. I'm glad we're at the
8 halfway point, because when I was here in
9 2000 I remember one speaker came up and
10 said, we're having a scoping session about
11 a problem, not a solution. That --
12 luckily, you're getting more towards a
13 solution then.

14 And in 2002 I remember the room was
15 packed, but I believe it was full of a
16 whole bunch of people that were from a
17 condominium complex that didn't want to
18 get Eminent Domain, because we're now
19 straddled with what -- the Thruway now
20 says where you have to build.

21 In 2004, thanks to Alfred Urop(ph),
22 the gentleman that went to the executive
23 session of New Jersey Transit who opened
24 up a can of worms. They didn't know that
25 you guys had a little project with a

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2 Bridge up here north. Go figure. Now
3 they know. I'm the guy that did it.

4 In 2006 I was at this meeting over
5 in Orange County. I was the only person
6 who showed up that night.

7 So here we are in 2008.

8 My comments really have to do with
9 over the years, and mostly my engineering
10 background in looking at this project for
11 so long, I've had a lot of comments, but
12 so far none of the -- what you're
13 presenting -- I've yet to go across the
14 hall because I came in kind of late --
15 really had to do with more of structural
16 or engineering realities that would cause
17 what will happen to be.

18 And one example I give you is for
19 some reason your rail line suggestions
20 make a "S" question mark to the Hudson
21 Line. Now, the Hudson Line is what, a few
22 hundred feet below the -- the roadway?
23 That's one hell of a steep hill for two
24 percent grade. So that doesn't make sense
25 to me.

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2 And back in 2000 one of the
3 suggestions was make a new rail on the
4 Putnam Line, which existed, which would
5 also add some nice transit for people
6 between here and to the south that not --
7 right now do not have that, besides making
8 a cross at the bridge. I don't know why
9 that's not there. That also fixes your
10 hundred mile an hour radius that I was
11 told you needed.

12 Now, also why it doesn't make sense
13 to connect to the Hudson Line is because
14 with the two percent grade that you're
15 required with the rail, I -- what I also
16 understand is that if you build a new
17 bridge, it doesn't matter if there's rail
18 on it or not, you must make it so it can
19 be built on. Therefore, you're stuck with
20 that slope.

21 I also understand that the Tappan
22 Zee Bridge is the shortest bridge on the
23 Hudson, and it prevents certain boats
24 from reaching the Port of Albany. Is this
25 true also? I haven't seen anything in

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that regards to -- you know, that -- see
what I mean about certain structural
things that will cause things to be
related. That's why I just want make sure
I see in future progression meetings and
boards that you show everybody that really
engineering this is why this has to be
this way, because of physics, and not
makeup imaginary lines.

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MR. PLOTCHYK: Okay. Thank you,
sir.

And I'd encourage you, Mr. Vogel, to
go across the way to the exhibit hall,
where there are maps and displays,
etcetera and staff to answer your
questions.

We don't have anyone else who has
filled out a speaker's card, so that
concludes our meeting for this evening.

Thank you for attending, folks.
