

**George Paschalis**

**From:** Charles Hoffman [Hoffman2061@comcast.net] **Sent:** Wed 10/8/2008 11:33 AM  
**To:** tzbsite@dot.state.ny.us  
**Cc:**  
**Subject:** TZ Bridge/I-287 comment  
**Attachments:**

Mr. Anderson,

An article in the Westchester section of the NY Times NYC/Region carries an article on the TZ replacement plan. That article stated that MTA commuters would be able to change trains on the east side of the river to continue their trip into Grand Central. There are commuter train prime movers that operate on diesel engines as well as third rail pickup. These type of engines used to be used by the NH railroad for trains into GCS. So, with the proper planning on the part of the MTA, Port Jervis commuters would NOT need to "change trains" for the commute into GCS. NJT could/should continue to operate an appropriate number of commuter trains on the current route for those that need to go into/out of Penn Station.

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It is very visionary in nature, but once the connector between Suffern and the east side of the river becomes a fact of life, there would then be a fantastic opportunity to upgrade the old Southern Tier Line from Buffalo directly into NYC for High Speed Rail service. 90 mph service over most of that line would result in something like a three and half hour trip, which, when everything else is thrown into the pot, competes very favorably against an airplane flight from central city Buffalo via two metro area airports to your hotel in Manhattan.

(In the end the Millions of dollars being spent to upgrade Route 17 into In I-86 is really a gross waste of hard to come bye infrastructure improvement funds. It would have better spent completing the high speed rail link between Albany and GCS. Will the NY/NJ PA need to dig another tunnel into GCS if this TZ bridge route were available for use by 15-20% of the rail commuter community?)

I bet the Canadian Government would jump on the chance to connect Toronto to NYC via Buffalo with high speed rail on their end.

NY State Thruway Authority ltr dated 13 Dec. 1999 was a reply to my ltr of 3 Nov 1999 that was addressed to Governor Pataki and dealt with these recommendations, if you are interested in looking them up.

Thank you for your time in this matter.

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