



2 Broadway, 16th Floor, New York, NY 10004
(212) 878-7087 mail@pcac.org

randolph glucksman chair
neal zuckerman vice chair

william a. henderson executive director
el lyn shannon associate director
angela bellisio transportation planner
bradley brashears transportation planner
karyl berger caferio research associate
deborah morrison administrative assistant

Metro-North/Long Island Rail Road Committee – September 21, 2015

Good Morning, I am Randy Glucksman, Chair of the Metro-North Railroad Commuter Council and Permanent Citizens Advisory Committee.

I planned to speak you this morning and thank you for implementing the Secaucus-Rockland Express Bus plan that Mr. Henderson presented to you on my behalf at the July 20 meeting and that I had previously discussed with Metro-North staff. Unfortunately that has not occurred. However, only because I have it on very good authority that “something is in the works”, I have modified my remarks from what I wanted to say. It is my hope, as well as that of Rockland County Executive Ed Day with whom I spoke on Friday, that what “is in the works” is the aforementioned express bus and not an extra TZX trip. As I previously stated, walking from TZX bus stops to the Pearl River and Nanuet stations is not an option, not in daylight let alone during overnight hours. Why punish riders who are paying \$302 a month for commuting because their work hours do not conform to what are “normal” business day hours?

I got it that you didn't want to spend in excess of \$600,000 for a train that served few riders. But what I don't get is that you had over two months to get this bus service in place. To those of you who were not directly involved in this issue, I apologize, but for months, the only responses that I received were “we are studying it”, and more times than not, my phone calls were not returned.

So, here is how you can fix it. The MTA Bus Co. has previously operated in both the states of New Jersey and Connecticut in support of emergency and planned service disruptions, and for that entity to replace an existing rail service is workable. As an interim measure MTA Bus Co. should provide the service to displaced riders and allow time for a longer-term solution to this issue. This service will only cost a portion of the money allocated for the now cancelled Train #1601.

Many riders begin their trip not in New York City but in New Jersey and to suggest that they should first travel to Manhattan is impractical, not only to me but also for the Rockland County Executive. We both assert that our riders should not be burdened by additional transportation costs and travel time.

Just this past weekend, for two overnights, the LIRR scheduled a bus to replace a Montauk train between Hicksville and Babylon because the train was rerouted to the south shore. Train #1601's riders have been left without service for one week already. I remain optimistic that the Secaucus-Rockland Express service will be launched sooner, rather than later. Until then, you should implement my proposal outlined above.