



TARRYTOWN-ON-HUDSON

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February 2, 2010

Mr. Michael P. Anderson, P.E., Project Director
New York State Department of Transportation
Tappan Zee Bridge/I-287 Corridor Project
660 White Plains Road
Suite 340
Tarrytown, New York 10591

Re: CRT and BRT Proposals for Village of Tarrytown

Dear Mr. Anderson:

At the recent public meeting held by the Tappan Zee Bridge/I-287 Corridor Project staff at the Greenburgh Library, several of the alternatives presented raise a number of serious concerns for the Village of Tarrytown that we believe must be addressed and rectified in the Environmental Review Process. This letter should be considered official comments of the Village of Tarrytown on these issues and we request that it be entered into the EIS record.

Our concerns surround impacts in 2 specific areas of the Village, as follows:

- 1) Two previously un-released alternative alignments of the Commuter Rail Transit (CRT) portion of the project appear to generate significant negative environmental impacts. One of these shows a "cut and cover" tunnel directly south of the bridge, running through one village street, Washington Place after crossing another village street, Van Wart Avenue. The tunnel then continues through another village street, Paulding Avenue, and onto and through residential properties. As described by staff, such a tunnel would require the complete excavation of the streets, along which a number of private residences, some of which date from the 19th century, are located just a few feet away. The tunnel would ultimately lie just below the surface of the street. The construction period alone was estimated to be at least one year, during which access to and use of the street and homes would be seriously compromised if not impossible. In addition, the tunnel's continuance onto the private property to the south would likely require the removal of a significant number of highly valued, significantly sized, specimen trees. Moreover, once the tunnel were completed and train service implemented, the neighborhood would be faced with the prospect of multi-ton trains passing at high rates of speed just a few feet from the foundations of homes more than 100 years old.

The second alternative CRT alignment shows a raised "trestle" structure branching off from the TZB and heading south above the river and directly in front of the Paulding/Van Wart neighborhood as it slowly descends to the Metro-North Hudson Line. This structure and the operation of trains on it would, without question, create significant negative visual and noise impacts for the neighborhood.

It is our view that the potential significant negative environmental impacts of these alignments and structures are likely not acceptable, particularly in light of the existence of the alternative already presented, i.e., the original CRT tunnel alignment, that would have far fewer and less significant negative impacts. If the newer alternatives continue to be pursued, it is crucial that the environmental review include a careful comparison of relative impacts, including all of the impacts detailed in this letter. It also should be noted that in the case of the cut-and-cover tunnel, there is a very low probability that the Village of Tarrytown would willingly surrender its property, i.e., Washington Place and portions of two other public streets, for the project's purposes.

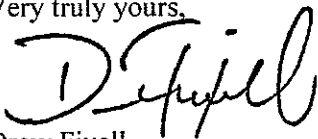
In addition, it is our contention that the positive environmental benefits of the CRT project itself are extremely limited and are not likely to outweigh both its negative environmental impacts and its financial costs, regardless of which alignment is chosen. As indicated in previous documents presented by the Tappan Zee Bridge/I-287 Corridor Project staff, the number of marginal "new" riders projected for the CRT is on the order of only 12,000 per day – though total ridership is projected to be approximately 29,000 per day, 12,000 of those mass transit users are expected to be diverted from New Jersey Transit facilities and another 5,000 from the Bus Rapid Transit system that is projected to be already in place. We believe it is imperative that the EIS demonstrate clearly how that level of ridership justifies both the likely negative environmental impacts and the outlay of financial resources of over \$7 billion.

- 2) Previously un-released detailed drawings of the proposed BRT shuttle road from the toll plaza BRT terminal to the Tarrytown Metro-North train station indicate that it is likely to generate significant and substantial negative environmental impacts, specifically noise and visual impacts associated with a raised roadbed that is projected to lie some 50 to 65 feet above sea level as it passes in front of the Quay condominium. Alternatives to such an alignment and structure that would mitigate these impacts need to be developed and given careful consideration during the environmental review.

Moreover, as we have indicated in previous correspondence commenting on the project's scope, we believe there is an alternative to the shuttle road that must be given a "hard look" in the environmental impact statement, namely a new Tappan Zee Bridge transfer station that would allow BRT passengers, local pedestrians and automobile drop-offs to directly access the Hudson Line trains through a vertical connection to a new platform/stop directly below the TZB. Though the project staff has indicated that they believe there are problems associated with this proposal, it is our contention that its potential environmental benefits justify its inclusion and serious consideration in the next steps of the environmental review. Further, it is also our contention that since such a station would reduce travel times and otherwise increase the convenience of the BRT/Hudson Line commute, it would increase ridership on the BRT and, by extension, reduce the marginal benefits of the CRT proposal. Consequently, the inclusion of the TZB transfer station in the EIS process is needed in order to properly evaluate the CRT proposal.

We thank you for your consideration of our concerns regarding the above negative environmental impacts on Village residents and streets.

Very truly yours,



Drew Fixell
Mayor