

Tarrytown T2B Comments
2/2/10



TARRYTOWN-ON-HUDSON

One Depot Plaza, Tarrytown, New York 10591-3199

Mayor
DREW FIXELL
Deputy Mayor
THOMAS T. BASHER

Trustees
THOMAS BUTLER
ROBERT HOYT
MARY MCGEE
BECKY MCGOVERN
DOUGLAS ZOLLO

VILLAGE ADMINISTRATOR
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VILLAGE TREASURER
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VILLAGE CLERK
914-631-1652
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914-631-3668

DEPT. OF PUBLIC WORKS
914-631-0356

FAX NO. 914-909-1208

February 2, 2010

Honorable Robert Astorino, County Executive
Westchester County
900 Michaelian Office Building
148 Martine Avenue
White Plains, New York 10601

Dear Honorable County Executive Astorino:

Enclosed herewith please find a copy of a resolution and letter being sent to the Project Director of the New York State Department of Transportation, Tappan Zee Bridge/I-287 Corridor Project, regarding three proposals which the Village Board believes will significantly impact the Village, its residents, and the quality of life in Tarrytown. Mayor Fixell and I discussed these items with your Chief of Staff, George Oros, on January 26th.

Should you or any member of your staff want to discuss this matter further, please feel free to contact me. It is the hope of the Village that the County will support the position of the Village of Tarrytown.

Very truly yours,

Michael S. Blau
Village Administrator

Cc: Mr. George Oros



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FAX NO. 914-631-1571

Board of Trustees
Village of Tarrytown
Regular Meeting No. 26
February 1, 2010 8:00 p.m.

PRESENT: Mayor Fixell presiding; Trustees Basher, Butler, Hoyt, McGee, McGovern, and Zollo; Administrator Blau; Counsel Shumejda; Treasurer Hart; Village Clerk Booth

TAPPAN ZEE BRIDGE/I-287 CORRIDOR PROJECT

Mayor Fixell read the letter written to Michael P. Anderson, P.E., Project Director of the New York State Department of Transportation, regarding the Tappan Zee Bridge/I-287 corridor Project, which is attached to the official minutes of this meeting.

Trustee Basher moved, seconded by Trustee McGee, and unanimously carried, that the following resolution be adopted: Approved: 7-0

WHEREAS, the Tappan Zee Bridge/I-287 Corridor Project staff held a forum at the Greenburgh Library, at which forum several new alternatives were presented regarding the Commuter Rail Transit (CRT) and the Bus Rapid Transit (BRT); and

WHEREAS, some of the new CRT and BRT alternatives presented raise a number of serious concerns for the Village of Tarrytown; and


WHEREAS, it is the opinion of the Board of Trustees that these proposals are significantly impactful on the Village, the residents of Tarrytown and the quality of life that residents enjoy in Tarrytown; and

WHEREAS, it is the opinion of the Board of Trustees that these serious concerns must be addressed and rectified in the Environmental Review Process and that the Board of Trustees must send a letter and that this letter should be considered official comments of the Village of Tarrytown on these issues.

NOW THEREFORE, BE IT RESOLVED that the Board of Trustees does hereby authorize the Mayor to send a letter to Tappan Zee Bridge/I-287 Corridor Project which shall include the concerns of the Village and that this letter shall be the official comment of the Village of Tarrytown.

BE IT FURTHER RESOLVED that the Board of Trustees does hereby request that the Tappan Zee Bridge/I-287 Corridor Project enter this letter into the Environmental Impact Statement record.

I, Carol A. Booth, the undersigned Village Clerk, do hereby certify that the above is a true and correct excerpt of the minutes of the February 1, 2010 Board of Trustees Regular Meeting.



Carol A. Booth
Village Clerk

Dated: December 12, 2012

Official Seal



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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.

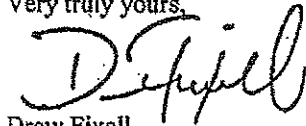
In addition, it is our contention that the positive environmental benefits of the CRT project itself are extremely limited and are not likely to outweigh both its negative environmental impacts and its financial costs, regardless of which alignment is chosen. As indicated in previous documents presented 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 Pixell
Mayor