



DEPARTMENT OF THE ARMY
MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND
TRANSPORTATION ENGINEERING AGENCY
709 WARD DRIVE, BUILDING 1990
SCOTT AIR FORCE BASE, ILLINOIS 62225
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Office of Special Assistant
for Transportation Engineering

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Mr. Michael P. Anderson
Project Director
Tappan Zee Bridge/ I-287 Corridor Project
NYSDOT
60 White Plains Road, Suite 340
Tarrytown, New York 10591

Dear Mr. Anderson:

The U.S. Transportation Command was invited to be a participating agency in the Tappan Zee Bridge/ I-287 Corridor project in a New York State Department of Transportation letter dated February 6, 2008. The Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA), on behalf of the U.S. Transportation Command and through the Railroads for National Defense (RND) Program, works with each service headquarters of the Department of Defense (DOD) to identify their requirements for civil sector rail service. We then work to integrate these needs into civil sector plans.

The U.S. Transportation Command has an interest in commuter rail mass transit lines when they can also be used by freight trains carrying military cargo. For example, the North County Transit District (NCTD) commuter rail line running north from San Diego has been designated as part of the Strategic Rail Corridor Network (STRACNET) because it forms part of the militarily important rail freight route between San Diego and Los Angeles. A commuter rail line across the Tappan Zee could also be used by freight trains and would provide a rail freight route more than 100 miles south of Castleton, the location of the most southerly existing Hudson River railroad bridge. Such a rail line would shorten the existing freight rail distance between Camp Edwards, Massachusetts, and the south by about 100 miles. Because of the lack of an existing rail freight route over the lower Hudson River, the construction of a railroad bridge would create national/interstate benefits to freight shipment in addition to the regional improvements to passenger transport that such a line would bring. We believe a Tappan Zee railroad bridge should be built to conform to current industry standards and best practices.

We have reviewed *Appendix D: Transit Mode Selection Implementation Plan* of the *Tappan Zee Bridge/ I-287 Corridor Scoping Update Packet*. We suggest adding some criteria to the Evaluation Criteria Summary Table to be able to measure the national/interstate level benefits that commuter rail [and associated rail freight] would offer in addition to the

local/regional advantages and disadvantages of each of the mass transit options. Some criteria might be:

- Trucks diverted [from the entire I-95 corridor and the Tappan Zee Bridge alone]
- Rail freight travel time [New York City to Newark, NJ, and points south, and Connecticut and points east to Newark, NJ, and points south]
- Ability to support military rail shipments
- Rail freight rates to Connecticut and Long Island
- Truck freight rates to Connecticut and Long Island
- Effect on quantity of fuel consumed transporting freight
- Effect on carbon dioxide and other emission levels (pollution/environment)

While the military would derive some benefit from the flexibility delivered by a Tappan Zee railroad bridge, most of the freight benefits of such a bridge would flow to civilian freight shippers and general enhanced economic development of the region through improved rail freight access. Another opportunity to build a freight-compatible railroad bridge over the lower Hudson may not occur for 100 years or more; hence the time horizon for measuring freight benefits of this project is very long.

If you have any questions, please call me at 757-878-8294. Your efforts on behalf of national defense are appreciated.

Sincerely,



David P. Dorfman, P.E.
Acting Senior Civil Engineer
Railroads for National Defense Program