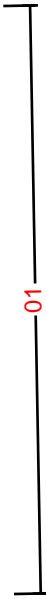


TZB-041E

To The Review Council,

I am a resident of Upper Westchester County whose architectural background has allowed me to provide services to the regional community here in the Lower Hudson Valley. I've been privileged to see first hand the monumental growth of towns and communities that had previously been small rural enclaves where the local counties have been introducing mass transportation alternatives to serve their population base.

The present Tappan Zee Bridge had long ago met the expectations of this region but now requires replacement to meet the needs of the region for the foreseeable future. If the surrounding counties are to grow in a sustainable manner a Rail Link in conjunction to a new bridge structure would be a logical alternative as identified in the transportation Alternative 4A. Over the past twenty year period I've resided in Upper Westchester, Metro North Railroad has provided outstanding rail service to Grand Central Terminal and any plan not to incorporate a direct link of it's various rail lines , in my opinion would be very narrow-sighted. A BRT system is a poor alternative to a rail and or light rail system since you're still putting vehicles on the highway instead of removing them from the equation. In my professional background, I was part of a NYCDOT team that had studied and introduced the dedicated bus lanes (back in 1981)on the Gowanus Expressway leading from the Verrazano Bridge at a time when this transportation alternative was a new concept to the region. Buses, although being more efficient in carrying passengers from point A to B, removing individual cars from the road, still do pollute the environment due to their diesel exhaust. Electric Rail lines carry more passengers and are can be built to be more environmentally friendly.



As a resident of this region, I fully understand the economic issue that we all face at the present time, but the planning for a replacement of the Tappan Zee Bridge is an item that we cannot take short cuts on because present fiscal woes present some short term

barriers. The Review Council should take it's cues from the vast transportation system that evolved in the Tri-State area. It is my hope that the Council have the foresight to look into the near future and see that the second era of rail transportation in conjunction with a replacement span for the Tappan Zee Bridge would be the logical alternative to sustaining an improving quality of life model here for the Hudson Valley region. The new Port Authority Stewart Airport is in it's infancy at this time but in fifty years to come, a transportation decision made out of fiscal haste will have the transportation experts pondering why a more steadfast solution was not earnestly pursued.

Transportation Alternative 4A is the right solution for our time and for the future of the Hudson Valley Region.

Respectfully

Mark Cooperman
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