



TOWN OF NORTH CASTLE

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Established 1736

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Good afternoon Chairman Leone, Chairman Lemar and members of the Committee. Thank you for allowing me to speak today. My name is Mindy Berard and I am the Executive Assistant to the Supervisor of the Town of North Castle, Michael J. Schiliro. Mr. Schiliro very much wanted to be here today, but the Town of North Castle is one of three municipalities in Westchester County where the role of Town Supervisor is not full time, thus Mr. Schiliro has a full-time job, which is why he could not be here today.

The issue that I will discuss briefly is simply our Town's disagreement with the proposed toll on I-684, which crosses from NY to CT and back to NY for a very small 1.4-mile stretch.

The Town of North Castle is comprised of three Hamlets covering 26 square miles; stretching from the Hamlet of North White Plains on the south end, through the Hamlet of Armonk, up to the Hamlet of Banksville bordering Bedford on the north, and Pound Ridge and Greenwich on the eastern border, including parts of I-684. We pride ourselves on our sense of community, open space initiatives, and quality of life, among other things.

We can totally appreciate the burdens of providing the best quality of life for your residents, which means you must have adequate resources, especially for infrastructure. We have been following your funding efforts and commend the Governor and Legislature for thinking outside the box on various ways to fund these improvements. Our objection is simple; we do not agree that a 1.4 mile stretch of I-684 that briefly passes into CT is an appropriate location for a toll. (Please see Exhibit #3)

In 1966, the State of Connecticut and the State of New York mutually agreed that it was in the best interest of both states to enter into an agreement enumerating the responsibility of each State for this stretch of highway that passes over and back into New York State. The agreement clearly states that Connecticut would be responsible for, including but not limited to a "bridge", and New York would be responsible for, including but not limited to pavement maintenance, repair and cleaning, snow and ice control, traffic control, and emergency response. New York State, New York State DOT, Westchester County, and North Castle have carried the financial burden for 54 years since the signing of this document. It is clear that NYS would not have signed that agreement if it knew that the state of Connecticut was going to install a toll 54 years later to carry their portion of the financial burden. New York has budgeted for their 54 years of costs on an ongoing basis. I can't speak for the Connecticut budget process, and obviously none of you were in office when this agreement was signed in 1966, but each state knew at the time what their collective benefits were of building I-684 for residents and businesses in both states, and they also knew what their projected legacy cost would be. It was not envisioned for one state to install a toll to carry their share of the cost.

Among our greatest concern is the impact of diminished quality of life for our residents and the adverse environmental impacts due to this proposed toll. There are no egresses on the 1.4 mile stretch of I-684 in Connecticut. The only egresses are in the Town of North Castle: Exit 2, Route 120 Westchester County Airport and Exit 3 Route 22 Armonk. Trucks will assuredly bypass this toll in several different ways but primarily the three ways listed below:

1. Exhibit #1 shows how trucks will leave I-684 at exit 2, drive north on Rte. 120, follow Rte. 22, and re-enter I-684 at exit 3 in Armonk.
2. Exhibit #2A and Exhibit #2B shows the impacts from detours off of Route 287:
Exhibit #2A - eastbound trucks on 287 will use exit 6, otherwise known as Rte. 22.
Exhibit #2B - westbound trucks on 287 will use the Cross Westchester Expressway which will lead to Rte. 22.

Both exits on 287 will lead to the same spot, North Broadway in the Hamlet of North White Plains. This Hamlet is already overburdened since 9/11 due to the federally mandated closing of the road that crosses on top of the Kensico Dam.

The environmental issues created by all of the additional truck traffic will be vast. The large amount of truck traffic will be detoured around our reservoirs potentially polluting the local and New York City drinking water supply. Other environmental impacts include the effects on air quality and noise pollution. This combined with the significant negative impact on our residents and stress to our roads create hazardous conditions for our residents and the traveling public.

Allowing us to present before this committee is greatly appreciated. Our request is simple. If you do move forward with LCO No. 373, please strongly consider removing the I-684 toll on the 1.4-mile stretch overpassing the Byram River from this plan.

Thank you for your consideration.

EXHIBIT #1

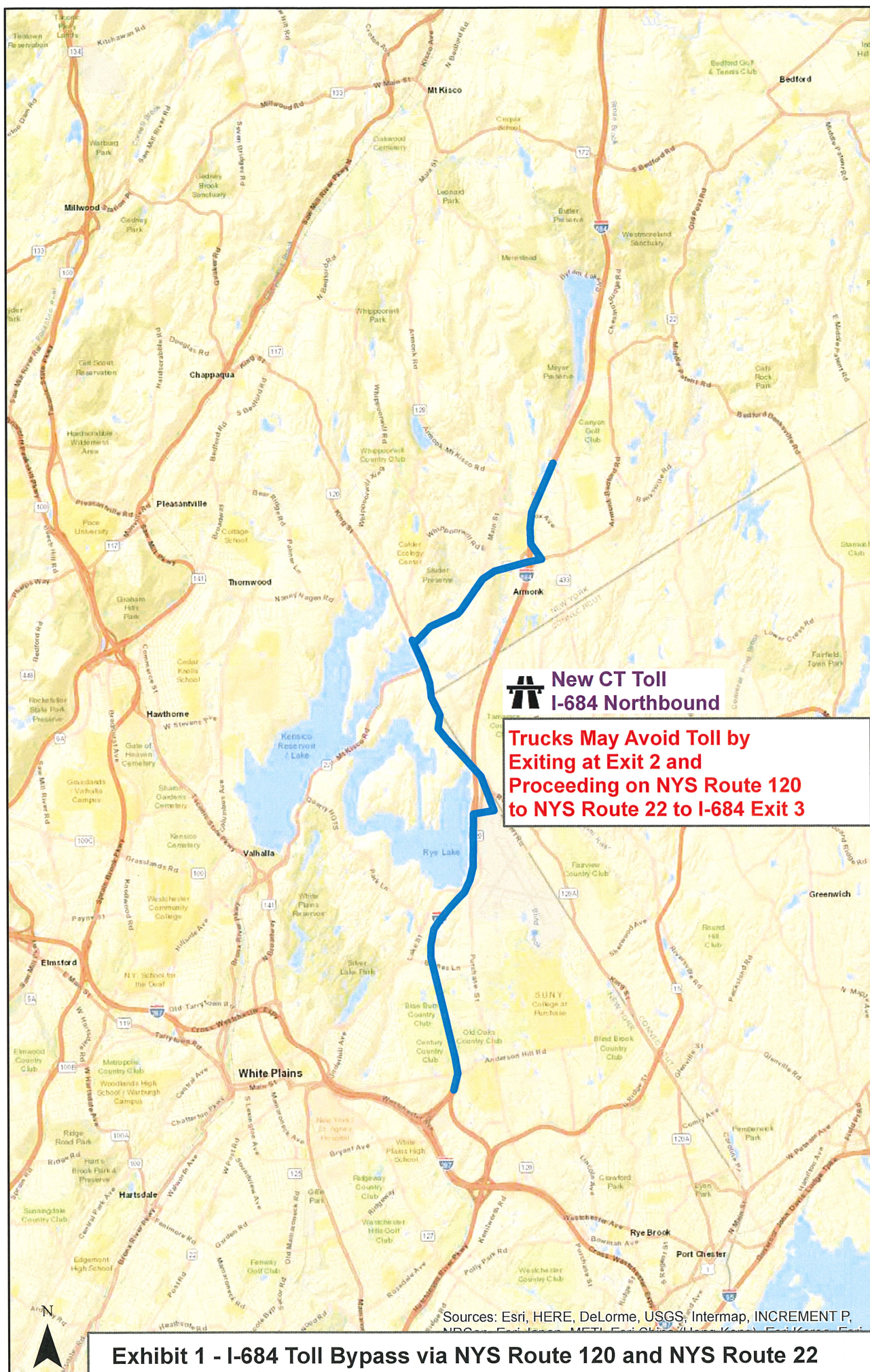


EXHIBIT #2A

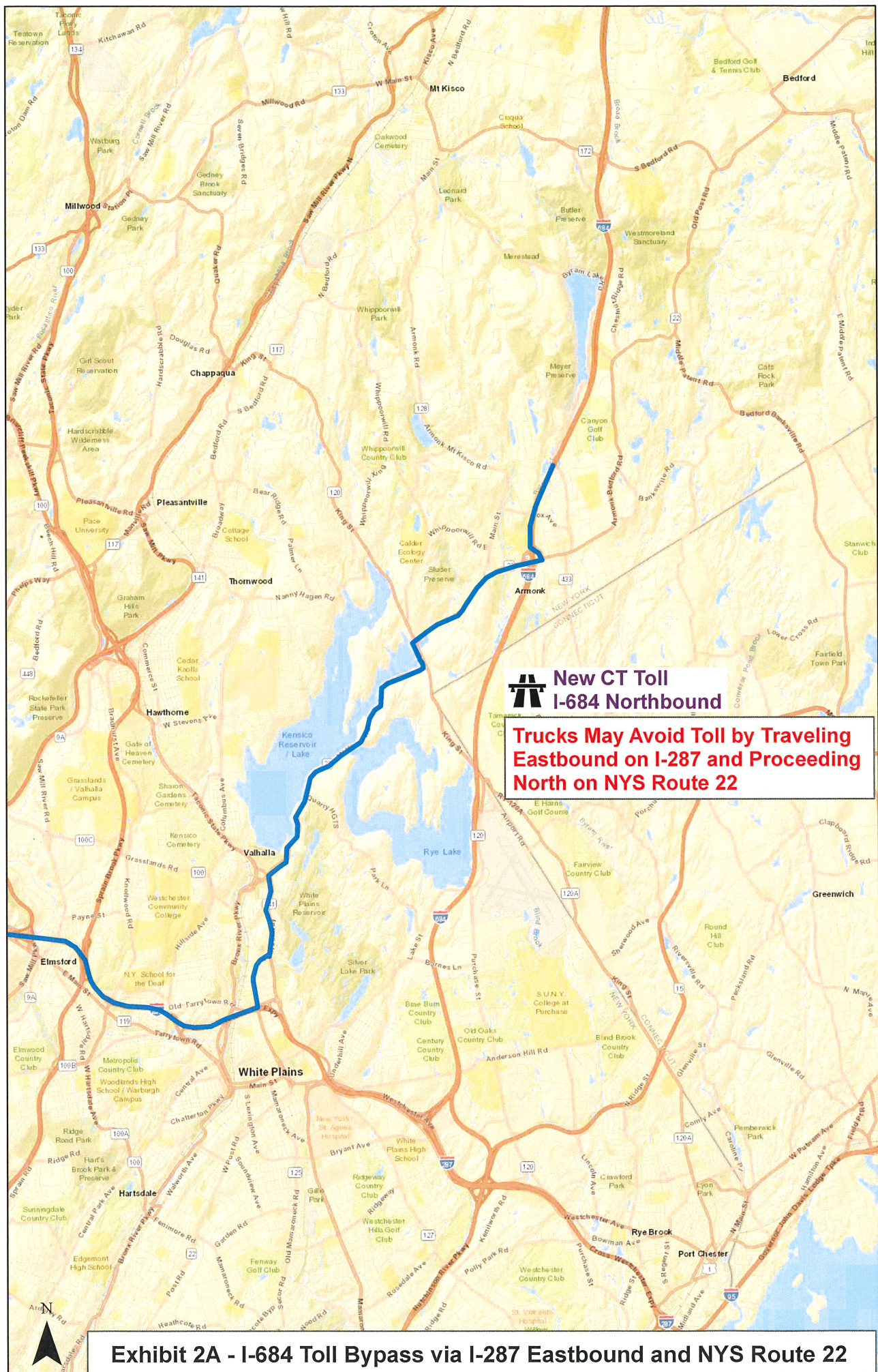


EXHIBIT #2B

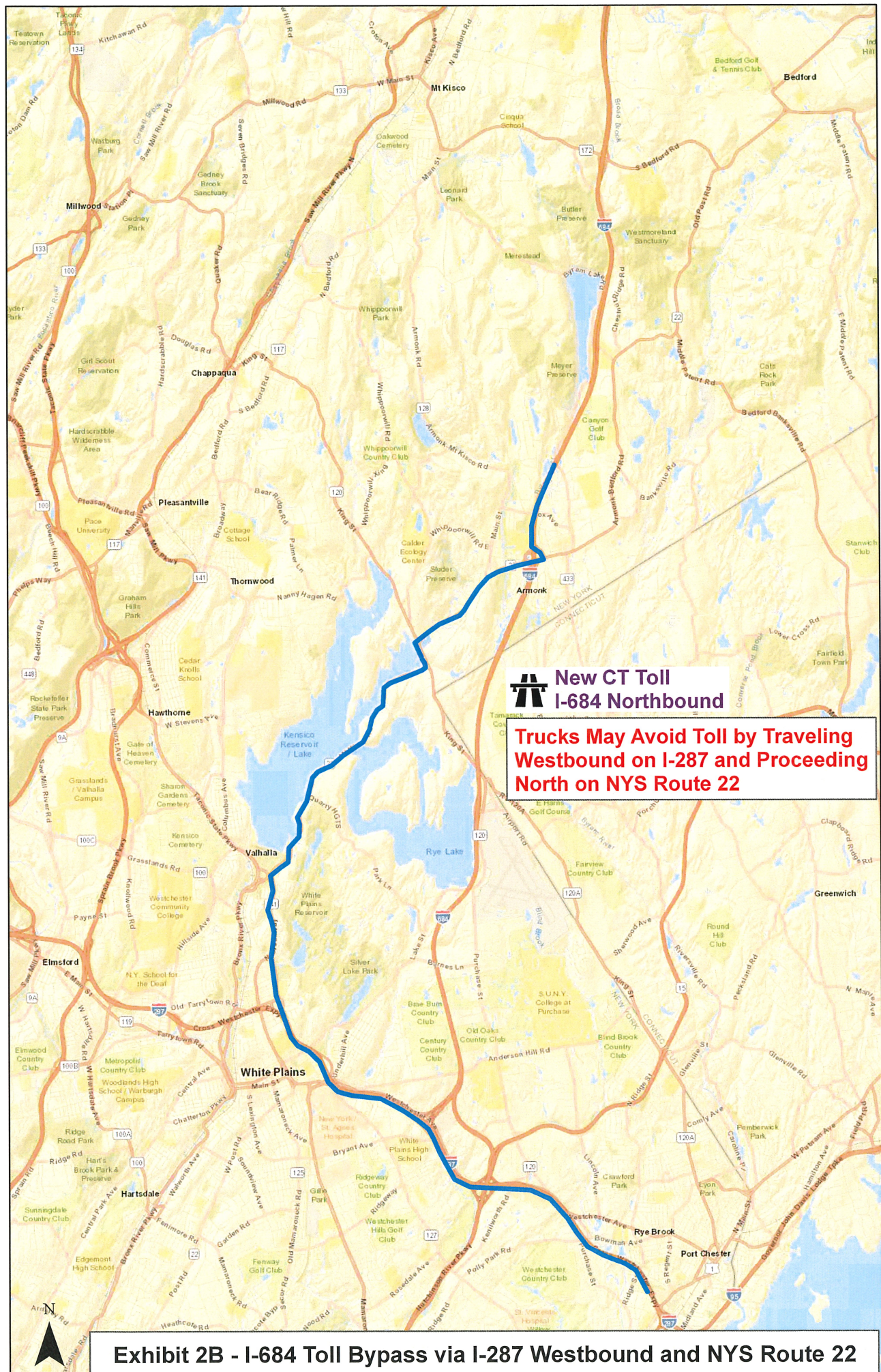
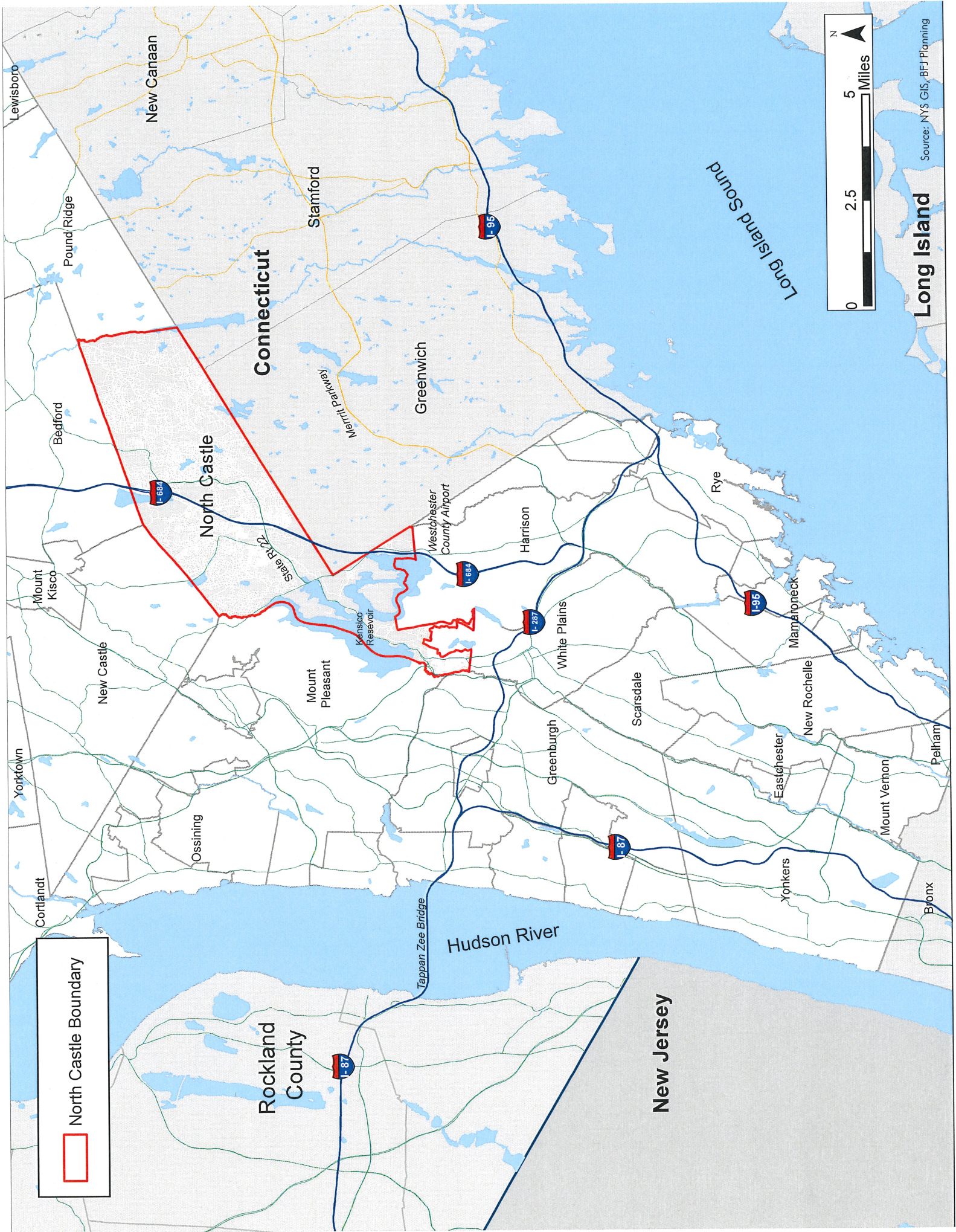


EXHIBIT #3



Source: NYS GIS, BFI Planning

Long Island