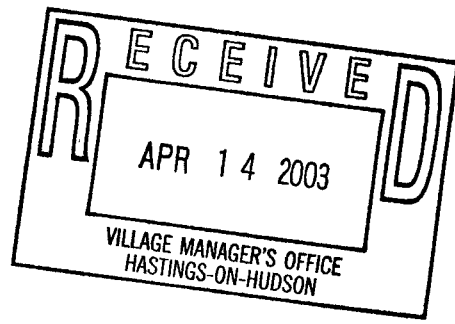




Metro-North Railroad



April 11, 2003

Mr. William Lee Kinnally, Jr.
Mayor
& Board of Trustees
Village of Hastings-on-Hudson
7 Maple Avenue
Hastings-on-Hudson, New York 10706

Dear Mayor & Trustees:

I am writing to respond to items that were raised at the February 25 public workshop regarding our planned station improvements.

As we have stated, a new pedestrian overpass, elevators and connecting stairways are under design now and will be completed later this year, with construction planned to begin in first quarter, 2004. When this work is completed, our next phase will involve replacing the station platforms, canopies and associated amenities.

Based on concurrence from the village at the workshop, our design consultant has been directed to proceed with designing the new inbound platform (to NYC) at a location south of the current platform and to be aligned with the existing outbound platform. This new location is also consistent with key elements of the Village's Waterfront Redevelopment Plan. We will also look into providing pedestrian access from River Street to the proposed new inbound platform as our design progresses. In addition to maintaining all current egress locations for the outbound platform when it is replaced, we will also explore a new access point to Southside Avenue from the southend of the platform. The design for our new overpass will be developed to allow for a possible future connection by the village on the waterfront side of the overpass.

Now that we have determined to relocate the platform to the south, Metro-North will look into the feasibility of either creating a new sidewalk or possibly expanding the parking capacity in place of the existing inbound platform location. We will review this request with the appropriate Metro-North departments and make a determination. In the meantime, we will be designing a new walkway that will constructed in place of the current track siding and it will provide pedestrian access to the new platform from the end of the north parking lot.

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Metro-North will inspect all transmission towers and wiring to determine if they are active and will then remove any obsolete transmission towers and wiring that are in the way of the station project.

As part of the design of the new platforms, our consultants will consider the new village streetscape lighting fixture is installed in the station area when replacing the existing platform lighting. Metro-North has a standard gooseneck fixture that is currently being installed at our lower Hudson Line Stations. As you can realize this standard creates better cost and maintenance efficiencies for Metro-North. We would appreciate the village sending us details on the lighting style that was selected as part of the streetscape improvements for our review.

As we outlined at the workshop, the design and construction for the new overpass, elevators and stairways are already funded in our current 2000-2004 Capital Program. The design for the second phase of improvements has also been funded under this Capital Program. However, the construction project will be planned for implementation under the 2005-2009 Capital Program, as part of Hudson Line Station Improvements between Hastings and Ossining stations. The 2005-2009 Metro-North Capital Program will be developed this year along with the overall 2005-2009 MTA Capital Program and it will be submitted next year to the state legislature for funding approval. Until the 2005-2009 MTA Capital Program is officially approved, I can only assure you that Metro-North has every intention in constructing the second phase of this project. The design will be completed now and the need for these improvements remains a top priority for Metro-North.

Finally, Metro-North is developing an extensive communication system to further enhance train information for our customers. We are developing a long-term program that will combine both our signal system and GPS (Global Positioning System) technology to enable us to inform our customers of specific train and track information at all times. As you may know, current station announcements are only for trains operating late or operating on the opposite track/platform. While this process may sound simple, it requires extensive planning due to our complicated track and infrastructure system as well as the station and platform layouts. In the meantime, the existing station communication system at Hastings will be improved as part of the station project with a new public address system, including new speakers.

Metro-North will continue to keep the Village informed on the status of these matters above as we proceed forward with design and we appreciate the Village's cooperation during the construction of these improvements. Thank you.

Sincerely,



Mark E. Mannix
Director-Government & Community Relations