

**TZB-015E**

**From:** Steve W. [polanve@optonline.net]  
**Sent:** Tuesday, February 12, 2008 4:05 PM  
**To:** tzbsite@dot.state.ny.us  
**Subject:** Spring Valley Concerned Citizens  
Dear Sirs,

Please review below the document previously sent to you via snail mail. We have yet to hear back from you and would like to hear whether our concerns and suggestions will be considered when determining the final outcome of the TZ Bridge Project.

Sincerely,

Steven White  
Vice-Chair  
Spring Valley Concerned Citizens Coalition  
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845-664-3088

Marc Herbst  
Director, Transportation Planning and Environmental Services  
New York State Thruway Authority  
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Michael P. Anderson, P.E.  
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New York State Department of Transportation  
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Tarrytown, NY 10591

Martin Huss, PhD.  
Director, Industrial Engineering  
MTA Metro-North Railroad  
347 Madison Avenue  
New York, NY 10017

November 27, 2006

Dear Sirs,

We would like to add our comments to the public input regarding the Draft Environmental Impact Statement (DEIS) which is part of the Tappan Zee Bridge/I-287

Environmental Review process. The differential environmental impacts of the various alternatives on the residents of the village of Spring Valley need to be examined and taken into consideration. Some of the proposed corridor improvements would have a positive effect on our community in that they may ameliorate existing environmental problems. This beneficial effect should be taken into account as you weigh the environmental impact of the alternative corridor improvement plans.

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The residents of Spring Valley are subjected to excessive noise and air pollution from the Woodbine train depot on a nightly basis. There are thousands of people living close to the depot who are being unnecessarily exposed to the exhaust emissions and the noise of these trains. Our group has gathered both testimonial evidence and empirical data which demonstrate that diesel engines are frequently left running all night in Rockland County's most densely populated residential area.

This is a serious health hazard for the residents of Spring Valley. The Environmental Protection Agency says that "Numerous scientific studies indicate that exposure to diesel exhaust can cause lung damage, respiratory problems, premature death, and lung cancer."

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We note that alternatives 4A, 4B, and 4C include a rail line which extends across Rockland County. If the trains from the Pascack Valley line were able to access this line they could continue along to a depot somewhere past Suffern where they would not be in the immediate proximity of a densely populated area. We believe that the beneficial effect of closing the Woodbine Depot is substantial and should be taken into consideration when creating and implementing the Tappan Zee corridor improvement plan.

It is important to note that our community is 62% non-white. This is compared to Rockland County as a whole which is only 21% non-white. Therefore, the policy of idling diesel engines overnight at the Woodbine Depot is disproportionately impacting a minority population.

We believe that locating this major source of toxic pollution in the heart of a densely populated minority community is a violation of the principle of Environmental Justice. This issue is acknowledged in the Alternatives Analysis Report, page 6-17: "storage expansion at Woodbine Yard to accommodate direct service would require significant property taking in a residential community with environmental justice considerations".

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Environmental justice is defined by the United States Environmental Protection Agency as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

We invite you to come and hear the testimony and review our studies to see for yourselves just how serious this problem is. We look forward to working together with you to improve the transportation alternatives of Rockland County while also creating a healthier environment for the residents of Spring Valley.

Sincerely,

Steven White  
Vice-Chair, SVCCC