



TZB-207E

March 28, 2008

TO: Mr. Michael Anderson, Project Director
N.Y.S. Dept. of Transportation

Scoping Update Comment Form

NYSTA's 'old' Vollmer Report (circa 1999) selected a new bridge option to replace the aging TZB. However, the reporting was so flawed (i.e., 12 egregious statistical errors - data available on request) that its conclusions could not be supported; that report was subsequently scrapped.

Now, area citizens are dealing with 7 Hudson River crossing options based on findings from a preceding Alternative Analysis document. That report cited 11 reasons for omitting a tunnel option and was followed by the current Scoping phase. Citizens were told that the D.O.T. would "not go back to that option" irregardless of disputes over those findings.

An independent, outside review of this matter is requested. NYS is facing a serious financial crisis. Infrastructure monies for the TZB in the range of \$14.5 billion (probably over \$20 billion by year 2016) calls for responsible economic action. Compared to a new bridge alternative, the deleted tunnel option would be (1) far less expensive to build, even at an estimated 7 mile length (2) quicker to build, (3) safer to build, and (4) more environmentally friendly to the Hudson River. A refurbished bridge-tunnel tandem could (5) provide separate, safer, smoother and faster truck and car traffic flow and (6) with trucks redirected into a dedicated TZTunnel, a refurbished bridge segment would reduce engineering load requirements.

Another, even more serious, consideration regards new EPA studies which confirm that particulate matter air pollution is a consistent predictor of raised death rates and upper respiratory distress symptoms to tens of thousands of high risk individuals in Rockland and Westchester counties. Further, seriously elevated levels of ozone throughout our heavily trafficked I-87 region poses a special danger to children and older adults as well as to individuals suffering from asthma and chronic heart and respiratory disorders.

More than three-quarters of the ozone pollution we breathe is reported to come from mobile sources. We must respond to health-related studies and take corrective action to combat lung disease in this area, the number three killer in the U.S. Ventilation technology in tunnels offers better control of toxic car and truck emissions. There has been a dearth of information from the D.O.T. regarding mitigation of the health crises in our region. A key missing ingredient throughout the TZB evaluation is planning on a regional (rather than local) basis to deal with potential dangers as



now faced by residents in the South Bronx because of traffic conditions.

03

Citizens await life-affecting information beyond engineering and economic estimates and will applaud your efforts in this direction.

Sherwood Chorost
Concerned Citizens for Responsible Development
Westchester County
279-H South Broadway
Tarrytown, N.Y. 10591
(914) 524-0002