



from: **The Sound Link**  
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for immediate release

## **Addressing Environmental, Transportation and Strategic Needs, a Private Consortium Proposes Construction of a Long Island Sound Tunnel**

A consortium of engineering, environmental, construction and financial experts is proposing a public-private partnership that would create a Long Island Sound tunnel, "The Sound Link," going underground at the existing northern terminus of the Seaford-Oyster Bay Expressway on Long Island and reappearing in Rye, New York, significantly reducing current air emissions and energy consumption extracted from vehicles using the region's Long Island Sound bridges.

The consortium, chaired by Vincent Polimeni of Polimeni International, Garden City, includes the internationally respected engineering and construction firm of Hatch Mott MacDonald, the global financial resources of Bear Stearns, the government affairs expertise of the Hon. Patrick Halpin, former Suffolk County executive, and media relations provided by Rubenstein Associates.

Mr. Polimeni stated, "We are challenging the region to consider a very big idea and one's whose time we believe has come. We are proposing that 21<sup>st</sup>-century technology be employed to create solutions to environmental issues that are guaranteed to grow if left unresolved. Polimeni International has invested hundreds of thousands of dollars to document the science that seeks to determine whether a tunnel beneath the Long Island Sound should be considered as a strategic response to strategic problems."

### An Intriguing Proposal Says EDC Chair

"This innovative, thought-provoking proposal that would create a much needed additional means of moving people and products within New York State seeks to address a number of strategic issues: the potential for improving our region's air quality, the use of private dollars to improve transportation on and off Long Island and the ability to access emergency equipment in the event bridge access to Long Island is impaired," said Pat Foye, downstate chairman of Empire State Development, New York State's economic development agency. "All parties whose primary agenda is protection of the region's future must now take the important next steps. They must determine whether the proposal is feasible; recognize community concerns to assess whether the project is appropriate; and consider whether to

start a comprehensive, formal process of government study, environmental review and private capital raising.”

Michael Polimeni, a vice president of Polimeni International and a member of the tunnel study task force, explained, “The construction of the English Channel “Chunnel” has demonstrated that tunnel construction technology is mature, efficient and applicable to this region. Equally important, the daily lineup of polluting traffic slowly leaving Long Island for New England and lining up in the Bronx and Westchester to access the Throgs Neck and Whitestone bridges would be seriously reduced, and tons of vehicular emissions from Syosset to the Bronx to the Hutchinson Parkway would be removed from the region’s atmosphere.”

### The Details

The Sound Link would be a triple-bore, 16-mile tunnel that would be virtually invisible to residents on both sides of the Long Island Sound, reducing current smog conditions by nearly 17% by removing tons of truck and auto exhaust currently emitted into the air. Scrubbing technology inside the tunnel would remove the emissions from the region’s air shed.

Eliminating bumper-to-bumper traffic through high-speed Easy Pass, HOV and congestion management programs would also reduce energy consumption, rewarding tunnel drivers with lower toll fares for off-peak driving. It would also reduce wear and tear on the Queens-Bronx bridges that have forced a current reduction in loads permitted on the spans, creating the need for additional truck traffic to move the same amount of goods.

Digging more than 100 feet under the Sound, it is anticipated that the tunnel-boring machines (TBMs) would be located at either end of the tunnel to ensure completion within a five- to six-year time frame. Neither the length of the tunnel or geological conditions under the Long Island Sound will pose challenges to TBM progress.

“Around the world, tunneling equipment is working every day beneath soil far more complex than the Long Island Sound, beneath cities that have billions of dollars in infrastructure and where tens of thousands of people are working within a square block. The Long Island Sound tunnel project can be accomplished with minimal impact on the eco system of the Sound, the aesthetics of the region and the homeowners on both sides of the Long Island Sound,” continued Michael Polimeni.

### Paying for the Tunnel

No taxpayer dollars would be used to fund the \$8 to \$10 billion project. Tax-free bonds would be employed and investors around the world would have the option of purchasing them, as they do for any significant infrastructure project. The bonds would be paid off by the vehicular drivers who will pay as much as \$30 to use the tunnel, but whose price would rise or fall depending on congestion pricing strategies employed in concert with transportation officials throughout the region.

### Online—Details, Data and Development

Much of the comprehensive research for the proposal can be found at [www.crosssoundlink.com](http://www.crosssoundlink.com).