


U.S. Environmental Protection Agency - Region 2

New Jersey, New York, Puerto Rico and the U.S. Virgin Islands

290 Broadway - New York, New York 10007-1866

www.epa.gov/region2

Contact: Mary Mears 212-637-3669

EPA LAUNCHES LOWER MANHATTAN CLEANING HOTLINE
FOR RELEASE: Monday, June 3, 2002

(#02053) New York, New York – Starting today, lower Manhattan residents can request cleaning and/or testing of their homes from the U.S. Environmental Protection Agency (EPA) by logging on to the Agency's World Trade Center Web page at www.epa.gov/wtc or by calling the EPA hotline at 1-877-796-5471. The launch of the hotline and Web site marks the startup of the comprehensive multi-agency program that was announced in May to ensure that apartments impacted by the collapse of the World Trade Center have been properly cleaned. EPA and its federal, state and city partners are collaborating in this unprecedented effort to provide assurances that people are not being exposed to pollutants related to the World Trade Center collapse at levels that might pose long term health risks.

The cleaning and testing services will be available to lower Manhattan residents who live south of Canal, Allen and Pike Streets. The hotline will be staffed to take cleaning and testing requests between 10 a.m. and 8 p.m., Monday through Friday and between 10 a.m. and 5 p.m. on Saturday and Sunday for about three months starting June 3rd.

When residents call to register for either cleaning or testing, they will be asked basic questions including how many rooms in their home, how dusty it was following 9/11, how it was cleaned, and if tests were done. Once registered, residents will be given a confirmation number and a privacy code. They can use this number and code to track - on either the Web or through the hotline - the status of their cleanup and/or testing and to check test results once the cleanup and testing are completed. EPA will make every effort coordinate cleanup requests if they come from the same building and the Agency encourages tenant associations to work to coordinate residents' requests.

The hotline will have English, Spanish and Chinese-speaking representatives. Operators will be equipped to answer basic questions on the cleanup program and EPA monitoring activities. EPA will meet on an on-going basis with residents and tenant organizations, community and other interested groups to discuss the program. EPA is advertizing the hotline using a combination of direct mailings, flyers and posters, and media outreach.

"I encourage residents of lower Manhattan to take advantage of our cleaning and testing program,"

said Jane Kenny, EPA Regional Administrator. "The program will provide downtown residents with a measure of confidence that their homes have been properly cleaned."

While EPA is working out the final contracting details on how the cleanup program will be implemented, the Agency will register residents. Information gathered from these residents will be used to gauge the best approach to scheduling cleanups. Scheduling will begin in July.

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Oil Leaks Need Cleanup

2-stage plan already begun

By Graham Rayman

STAFF WRITER

To the list of areas requiring an ongoing environmental cleanup around Ground Zero, add the site of Seven World Trade Center.

The collapse of the 47-story tower there resulted in the release of 130,000 gallons of oil from the Consolidated Edison substation, while an unspecified amount of oil leaked from two damaged storage tanks formerly owned by Salomon Smith Barney, an environmental report says.

In addition to the oil residue, the ground underneath Seven World Trade Center housed conduits potentially containing asbestos and feeder lines wrapped in coal tar, which may contain PCBs (polychlorinated biphenyls), a toxic substance used in electrical equipment before 1977. The information is contained in an environmental impact report made public this week by the Empire State Development Corp.

Workers at the site are executing a two-phase cleanup program developed with the state Department of Environmental Conservation.

The cleanup is part of the initial excavation work at the site to prepare for the planned reconstruction of a Con Edison substation and an office tower there by 2005.

In the first phase of the plan, workers will excavate and remove soil to a depth of at least 10 feet in the 1.33-acre site, the report said. In the second phase, the southern two-thirds of the site will be excavated an additional 17 feet for a total of 27 feet.

Some of the oil was recovered from trenches, manholes, areas adjacent to the project site and even the basement of the Verizon building, the report said.

In December, Con Edison bored into the soil in nine spots and sank groundwater-monitoring wells, finding oil in those tests including two of the wells. One well contained three inches of oil, and the other about a half inch.

Under the cleanup plan, any groundwater exposed during the excavation will have to be treated before it can be pumped into the sewage system for disposal.

The site also contained two 6,000-gallon underground diesel storage tanks, formerly operated by Salomon Smith Barney. In October, DEC officials determined that the tanks were breached in the collapses and a spill had resulted.

The tanks were removed in early May, but petroleum had leaked into the soil by then. Workers are excavating the area around the tanks to remove the contaminated soil.

Two 11,690-gallon diesel fuel tanks, operated by Silverstein Properties, also were in the structure. In February, DEC officials ordered Silverstein to close the tanks, and the tanks were removed in March and April, with no evidence of leakage present.

Steve Solomon, a spokesman for Silverstein Properties, did not return a phone call.

Con Edison spokesman Mike Clendenin said low amounts of oil were found in groundwater wells, and an unknown quantity was burned and / or absorbed into the debris and previously removed.

Newsday
6.6.02

Concern Over Mercury

Tests show high levels near site

By Graham Rayman
STAFF WRITER

A series of tests in lower Manhattan by an independent consultant found surprising mercury levels up to seven months after the Sept. 11 collapses.

New Jersey-based consultant, Uday Singh, who has testified in court as an expert on trade center dust and has been doing environmental testing for more than a decade, took the readings in apartments and street locations, including City Hall Park, in March and April.

"When compared with mercury concentrations observed in non-industrial urban environments, the mercury vapor concentrations in lower Manhattan were greater by a factor of 1,000 to 1 million," he said. "It points to a potential for chronic exposure, and it is important that further studies be undertaken immediately."

Singh theorizes that the force of the collapses and the heat of the fires bonded the toxic substance into the finely ground, abrasive dust from the collapses.

The concentrations, he said, were higher in cool, dusty areas than in sunny areas.

A toxicologist with the Environmental Protection Agency met with Singh on Tuesday after he provided his results to the agency last week.

EPA spokeswoman Mary Mears said more comprehensive readings need to be taken, and the agency agreed to assist Singh in obtaining a



Newsday / Moises Saman
Uday Singh

Measuring The Mercury

Indoor and outdoor air tests of lower Manhattan by consultant Uday Singh in March and April showed mercury readings much higher than benchmark levels. Here are five locations tested March 29.

All figures in milligrams per cubic meter (mpcm)

BENCHMARKS FOR OUTDOORS

.00045 to .00048

Ambient mercury concentration in Manhattan, from 1996 EPA study

.01 to .015

Background concentrations observed in industrial settings.

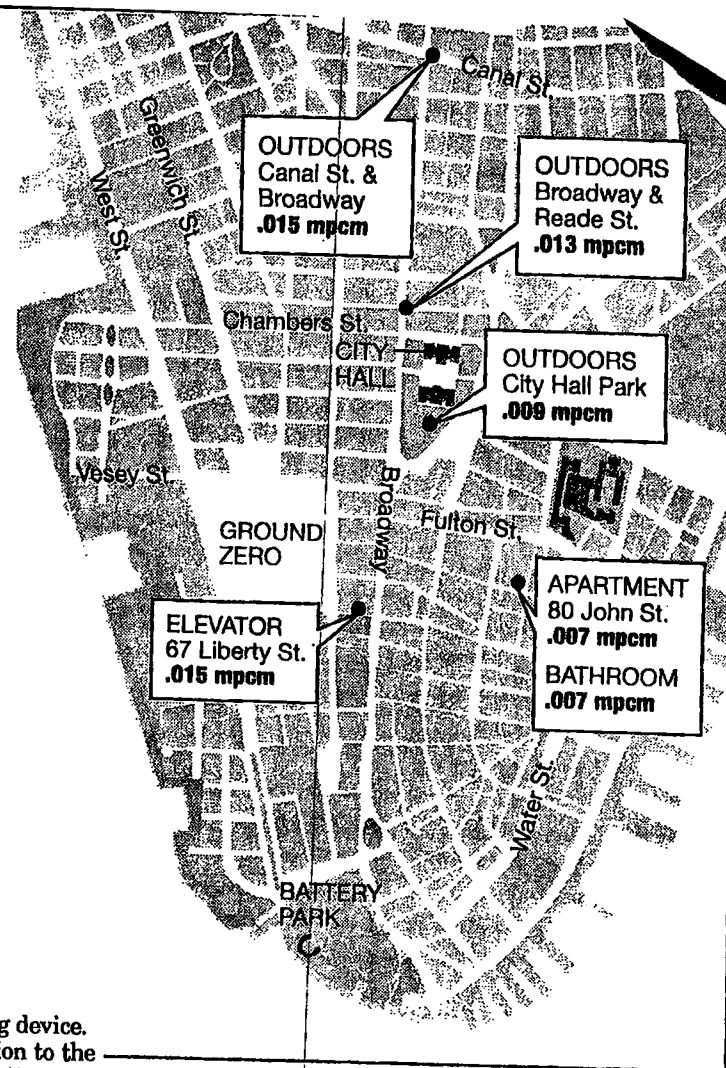
.00104

For concentrations of fine mercury particulate in non-industrial urban environments, from 1997 EPA paper to Congress

BENCHMARK FOR INDOORS

.0003

Federal Agency for Toxic Substances and Disease Registry inhalation reference concentration



Newsday / Justin Gilbert

more sensitive testing device. Singh's results seem to add another question to the overall environmental puzzle in lower Manhattan.

Paul Bartlett, an expert in the dispersion of toxins at Queens College, noted that mercury can be very difficult to track and that distribution over a given area is often uneven. "These are fairly high levels compared to what you'd find in a background situation, which means that there is a source," he said. "Whether there is a connection to WTC dust should be determined."

Still, Bartlett said, "The main significance is that they [the EPA] need to do a lot more testing of mercury in the area. We have focused on asbestos, now the focus should turn to other substances."

Earlier this year, a handful of Port Authority police officers were removed from trade center duty after blood tests showed elevated mercury levels. John McAusland of the Port Authority Police Benevolent Association said the cause remains unclear.

Dr. Jacqueline Moline of the Mount Sinai School of

Medicine said she is skeptical the elevated levels in the officer's blood were related to Ground Zero. She said it was more likely that the officers were exposed elsewhere, perhaps from eating shellfish contaminated with methylmercury.

She cautioned that findings like Singh's cannot be entirely attributed to Ground Zero exposure. "I think an appropriate response would be to look for other potential sources," Moline said.

"The results are definitely a cause for concern," said Sudhir Jain of the Lower Manhattan Tenants Coalition. "The EPA needs to take the data seriously."

Singh's report is available online at www.industrial-hygiene.com.

Newsday 6-6-02

Mayor Wrests Control Of City School System Under Tentative Deal

City Hall

END TO LOCAL SWAY

Bloomberg Victory Sets Up a Major Overhaul After 3 Decades

By ABBY GOODNOUGH

Mayor Michael R. Bloomberg and New York State legislative leaders reached a tentative agreement yesterday that would give the mayor control of New York City's problem-plagued school system and strip local school boards of their last major power in the most significant overhaul of the system in more than three decades.

If the Legislature approves the plan in the next few weeks, Mr. Bloomberg will have reshaped the management of the school system to something much closer to the form it took until 1969, when the State Legislature decentralized it to reduce the power of the mayor and give neighborhoods more say in how their schools were run. Those changes were borne of struggle in the late '60's, when black and Hispanic residents, angry at the quality of their children's education, successfully agitated for neighborhood control of the schools in a dispute that provoked a bitter strike by teachers.

In returning control of the schools to City Hall, Mr. Bloomberg will also have captured a prize that eluded his three most recent predecessors in City Hall. Rudolph W. Giuliani fought for control of the schools throughout his two terms, and described his failure to win it as the only regret of his mayoralty. Mr. Giuliani, like Mr. Bloomberg, believed that the school system would continue to languish until a single person — the mayor — was held directly responsible.

Until now, the system of 1.1 million students and 80,000 teachers — the nation's largest — has been run by a Board of Education appointed by the mayor and five borough presidents. Critics charge that this has diffused authority, provoked near-constant infighting and hidden the blame for the systems' failings.

"The pendulum has swung from a dysfunctional, decentralized system to a system that has the potential to

affect student outcomes," said Robert Berne, the vice president for academic and health affairs at New York University and an expert on the school system. "Control of the schools is a reasonable and appropriate form of accountability for the person who holds the highest elected office in the city."

If the deal goes through, New York City will join a growing number of cities, including Boston, Chicago, Cleveland and Detroit, who have made the mayor directly responsible for the academic performance of public school children after years of lagging test scores.

In separate announcements that came after five months of often turbulent negotiations, Mr. Bloomberg, a Republican, and Sheldon Silver, the Democratic speaker of the State Assembly, said yesterday that they had reached an understanding to expand the Board of Education from 7 to 13 members and let the mayor appoint an 8-member majority.

One of the those appointees would be the schools chancellor, who would be the board's presiding officer and report directly to the mayor, carrying out his education policies, Mr. Silver said.

Although Mr. Silver and Mr. Bloomberg both said they had resolved all their disagreements, Gov. George E. Pataki warned that the Assembly and the Republican-controlled State Senate still had some differences to work out before he could sign a bill into law.

"I'm going to be working to try to bring the Assembly and the Senate together to resolve those outstanding issues," Mr. Pataki said during an appearance with Mr. Bloomberg in Manhattan. "We are very close, and we will continue to work to make sure that we get over the goal line."

Mr. Bloomberg won the right for the chancellor to appoint local school superintendents directly, instead of choosing among candidates proposed by the city's 32 elected local boards.

But it was not clear yesterday whether Mr. Bloomberg also won his campaign to abolish the local boards themselves, which were created in 1970 to give communities more power over their schools but have long been criticized as ineffective and often corrupt. Mr. Silver, of Manhattan, said that he was prepared to

eliminate the boards by June 30, 2003.

But the Senate — most of whose members reside outside New York City — would rather preserve the local boards indefinitely while public hearings are held to decide how, or even whether, to replace them.

Any plan to abolish the boards would also have to pass muster with the federal Department of Justice.

The department must approve any changes to the boards — including their reduced role in hiring superintendents — to ensure that they do not dilute the voting power of minorities in the Bronx, Manhattan and Brooklyn.

Mr. Silver said that the Assembly and Senate education committees would hold hearings starting this fall to solicit public opinion on how to replace the boards.

Three Republican Senators from

A plan to restore the school system almost to what it used to be.

the city — Guy J. Velella of the Bronx and Serphin R. Maltese and Frank Padavan of Queens — have defended the community school boards during past legislative attempts to get rid of them. Those attempts failed in part because many school board members belonged to the same neighborhood political clubs as their representatives in Albany.

Joseph L. Bruno, the Senate majority leader, said yesterday that he would dispatch Mr. Velella — a former president of his own local school board — and two other senators to City Hall tomorrow morning in an effort to work out a three-way compromise on the remaining issues. Mr.

Bruno said that he expected that a bill could be drafted and passed by early next week.

NYTimes
6.7.02
Page 1 of 3

McCall says Pataki didn't monitor air after Sept. 11

WTC

■ **Gubernatorial candidate says private testing has indicated the presence of several contaminants**

ASSOCIATED PRESS

Democratic gubernatorial candidate H. Carl McCall accused Republican Gov. George Pataki of not doing enough to monitor lower Manhattan's air quality after Sept. 11.

"Gov. Pataki failed to fight to make sure the air of lower Manhattan is safe to breathe," said McCall, the state Comptroller. "The governor needs to use his influence to insist the federal government take the steps needed to protect the residents and employees of lower Manhattan."

Jennifer Farina, a spokeswoman for Pataki, said McCall was using people's fears for political gain.

"It's unfortunate that Carl McCall is using partisan politics to scare people," she said.

McCall said little information about indoor air quality has been released by city, state or federal officials, but that private testing has indicated the presence of asbestos, fiberglass, mercury, lead, chromium and cadmium.

On Thursday, the Centers for Disease Control and Prevention and the New York City Health Department released the findings from a study that included 1,174 air samples taken from Sept. 18 to Oct. 4, mostly by clipping filters to

the collars of workers at the World Trade Center site.

None of the air samples tested higher than 1 percent asbestos, the level deemed hazardous in federal work safety standards.

McCall added that while the U.S. Environmental Protection Agency monitored outdoor air quality, it passed the task of monitoring indoor air quality to the city Department of Environmental Protection.

"The EPA passed the buck, the governor dropped the ball, and the residents have suffered," he said.

He said the city was not equipped to handle such a large cleanup and that it should have been carried out by the federal government.

A message left with the EPA was not immediately returned.

Polls show Pataki with a comfortable lead over either of his potential Democratic challengers — McCall and former federal Housing Secretary Andrew Cuomo.

McCall received the backing of Democratic delegates at the party's state convention last month after Cuomo, the elder son of former Gov. Mario Cuomo, boycotted the gathering and vowed to use petitions to force a Sept. 10 primary.

On the Net: Environmental Protection Agency: <http://www.epa.gov>

SI Advance
6.3.02

Harlem.

The New York Times
6.10.02

A community wants a park; a congressman wants a tourist center.

gambling.

Mr. Andren, however, said the riverboat would create jobs. "That would be a unique thing to have up there," he said.

The Chamber of Commerce plan also calls for an elevated viewing platform and a floating stage. (A proposed floating garage for 300 cars has been deleted from the proposal because it is certain to be met with hostility from the community, Mr. Andren said.)

Less likely to meet with resistance is the Circle Line's proposal to create a stop for excursion and charter boats, in keeping with the piers' historic role. From the late 19th century until the 1930's, the Harlem Piers were a major transportation hub, said Eric K. Washington, the author of "Manhattan-

ville: Old Heart of West Harlem." Ferry boats took families to the Palisades Amusement Park near Fort Lee, N.J. Large steamboats traveled up the Hudson, making stops at 129th Street, Bear Mountain and West Point on the way to Albany and Troy. Smaller paddle-wheel boats took beachgoers to Brooklyn.

The piers and their surroundings were also a thriving industrial area, home to many meatpacking plants. Today, the gritty neighborhood is still zoned for manufacturing, with a few small meatpacking and cleaning businesses operating.

When economic development officials in the Giuliani administration began working on their master plan for the piers, they optimistically announced that waterfront construction would begin this summer. City development commission officials in the Bloomberg administration say there is no specific timetable.

According to the preliminary plan, about \$20.2 million in public funds would be needed to redevelop the waterfront, with another \$4.7 million in private investment. City offi-

cials say that given the current budget crisis, more commercial uses than those outlined in the plan may be required to get the project going. In this view, even the Chamber of Commerce proposal may be inadequate, the officials say privately. (The empowerment zone does not invest in private ventures, but it can provide multi-million-dollar loans at below-market rates that lower the developer's risk.)

Public officials are loath to criticize Mr. Rangel, but privately some say that his plan is impractical.

Kevin Corbett, the executive vice president of the Empire State Development Corporation, the state's development agency, said the Pataki administration would like to see the area improved. But he suggested that the piers were unlikely to support much commercial development.

"Using the piers to draw people to the waterfront and using the waterfront to draw people to 125th Street makes a lot of sense," he said. "But the majority of economic development would likely be inland."

Newsday
6.9.02

WTC

2 Health Groups Head Downtown

By Alan J. Wax

STAFF WRITER

Two health-related organizations with a strong interest in air quality are moving their headquarters to lower Manhattan.

The American Lung Association and the American Thoracic Society plan to move 120 people from their current offices at 1740 Broadway at West 56th Street to space at 61 Broadway subleased from a dot-com business.

"We . . . are comfortable with the indoor air quality in our new office space at 61 Broadway," John L. Kirkwood, the lung association's president and chief executive, said. Kirkwood said the new space had been tested by independent industrial hygienists. "We have concluded that there is no contamination," he added, noting that air quality at the new offices will continue to be monitored.

In addition, Kirkwood said that while "outdoor air quality has returned to pre-Sept. 11 background levels, there is still need for substantial improvement."

The lung association, he said, is urging downtown residents and businesses to test and clean their own premises to be certain there is no contamination from the collapse of the World Trade Center.

Area residents and workers have been concerned about the air in their apartments and offices since clouds of dust swept through the area after the WTC buildings collapsed.

Study finds half of Americans breathing polluted air

■ 142 million live in cities with high levels of smog

BY STEPHANIE GASKELL
ASSOCIATED PRESS

Half the country's population is breathing unhealthy amounts of air pollution, according to a survey released today by the American Lung Association.

The findings, part of the group's annual "State of the Air" report, show that more than 142 million Americans live in cities with high levels of smog.

The report examines ozone air quality data for the period between 1998 and 2000 taken by the U.S. Environmental Protection Agency. Nearly 700 counties across the nation were monitored and are ranked according to how

often their air quality reached "unhealthful" levels of air pollution.

The areas with the worst pollution were Los Angeles-Riverside-Orange County, Calif.; Bakersfield, Calif.; Fresno, Calif.; Visalia-Tulare-Porterville, Calif.; Houston-Galveston-Brazoria, Texas; Atlanta; Merced, Calif.; Knoxville, Tenn.; Charlotte-Gastonia, N.C.; Rock Hill, S.C.; and Sacramento-Yolo, Calif.

"The areas we're talking about represent some of the most densely populated areas in the country so naturally we're going to have more people affected in those areas," said Janice Nolen, director of national policy for the American Lung Association. "But in some areas, it may be things like power plants contributing to the pollution."

The association blames the poor air quality findings on outdated

clean air standards, some dating back to 1979.

"More protective ozone standards effectively have been 'on hold' due to challenges by industry," John Kirkwood, president and CEO of the American Lung Association, said in a news release. "Somehow, industry believes it needs to continue to pollute. They have fought every step we've taken toward cleaner air for all Americans."

The group also named several cities that had relatively clean air: Bellingham, Wash.; Colorado Springs, Colo.; Duluth, Minn.; Superior, Wis.; Fargo, N.D.; Moorhead, Minn.; Flagstaff, Ariz.; Honolulu, Hawaii; Laredo, Texas; Lincoln, Neb.; McAllen-Edinburg-Mission, Texas; Salinas, Calif.; and Spokane, Wash.

"We want to make sure that people recognize that there are some places in the country where the air is pretty good," Nolen said.

SI Advance
5.1.02

Lung Association Faults U.S.✓ On Enforcing Clean Air Laws

WASHINGTON, May 1 (Reuters) — More than half of Americans breathe polluted air that can damage their health because the government does not fully enforce clean air laws, the American Lung Association said today.

Standards are in place to reduce pollution, but because they are not being enforced, the association said, nearly 400 counties have smog levels above the legal limits. All are near cities.

"It is clearly time to get serious about enforcing all of the provisions of the Clean Air Act so that we place Americans' health above business and political interests," said John Kirkwood, president of the lung association.

Industry was fighting to roll back important provisions of the act, Mr. Kirkwood said, and ozone standards set in 1997 were not being enforced.

"More protective ozone standards effectively have been on hold due to challenges by industry, which have kept states relying on weaker standards they have used since 1979," he said.

Ozone has been linked to asthma and other respiratory conditions.

A coalition of business groups, led

by the American Trucking Association, filed a lawsuit seeking to overturn the Environmental Protection Agency's 1997 pollution standards, contending that they were arbitrary and had no scientific basis.

Last month, the United States Court of Appeals for the District of Columbia Circuit rejected the coalition's argument, saying that the environmental agency "must err on the side of caution" and set pollution standards at "whatever level it deems necessary and sufficient to protect the public health."

The agency estimates that the pollution standards will prevent 15,000 premature deaths, 350,000 cases of asthma and one million cases of decreased lung function in children.

The association's report said the most polluted area was that of Los Angeles, Riverside and Orange Counties in California. Next came the area including the California cities of Bakersfield, Fresno, Visalia, Tulare and Porterville. It was followed by the Houston-Galveston-Brazoria region in Texas; Atlanta; Merced, Calif.; Knoxville, Tenn.; Charlotte, N.C., and neighboring Rockville, S.C.; and Sacramento.

NYTimes
5.2.02

Clearing....

Determining when an updated old source should have to meet new source standards has also proved difficult. The existing law contains a mechanism called new source review, whereby expenditures on existing plants are reviewed to see whether the plant has crossed the poorly defined line between old and new. The uncertainty of this line has discouraged power plant owners from improving existing units for fear of triggering "new source" requirements. It has also led to lengthy litigation over what is and isn't "new."

An expanded cap-and-trade program would make no distinction between new sources and old — and, given the administration's proposed cap, would be more effective in reducing sulfur dioxide, nitrogen oxide and mercury emissions than the existing system. (Such a system could be expanded to cover some particulates and volatile organic compounds as well as sources other than power plants.)

In the administration's plan, plant owners would get both the incentive to reduce emissions and the flexibility to find the cheapest cleanup strategies for key pollutants without regard to a plant's age. The nation is more likely to reduce air pollutants faster by scrapping the new-source strategy, increasing the use of cap-and-trade, and moving away from a system that requires regulators to make too many plant-by-plant decisions. □

Page 2 of 2

Clearing the Polluted Sky

By A. Denny Ellerman
and Paul L. Joskow

PCAMBRIDGE, Mass. resident Bush has called his Clear Skies initiative "the most aggressive initiative in American history to cut power plant emissions." It is unfortunate that many environmentalists and some legislators have opposed this plan. It provides for a huge reduction in emissions and uses innovative strategies to fight air pollution.

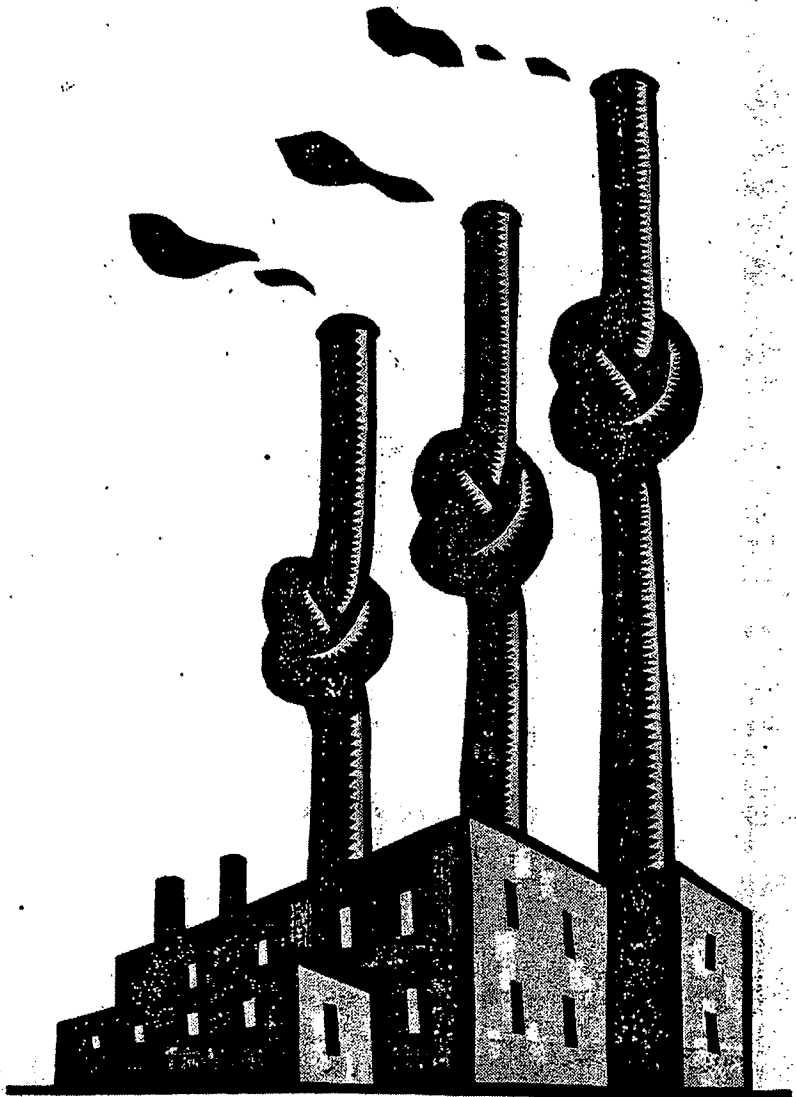
Mr. Bush's initiative has yet to be put in legislative form. But it would expand the use of the cap-and-trade approach to pollution control and it would seem to remove, although the administration has yet to make this clear, an outdated and obstructive feature of the Clean Air Act of 1970, namely the distinction between old and new sources of pollution.

Beyond some small programs aimed at reducing the amount of carbon dioxide in the air, the Clear Skies initiative does not address global warming. Neither, however, does the Clean Air Act. The president's plan is a proposal to reform the Clean Air Act to deal more effectively with traditional sources of pollution.

The Clear Skies initiative would establish hard national caps on power plant emissions of three key pollutants (sulfur dioxide, nitrogen oxide and mercury emissions), requiring reductions of about 70 percent from today's levels over 10 to 15 years. The method is like that of the cap-and-trade program for sulfur dioxide emissions created in 1990 to control acid rain. This approach is widely acknowledged to have reduced sulfur dioxide emissions more quickly and more cheaply than the so-called command-and-control methods that preceded it.

Cap-and-trade regulation has succeeded because it focuses on reducing total pollution to the emissions cap without specifying particular technologies and specific emissions levels for hundreds of different sources. The system allows sources to trade emissions permits, so that those facing very costly cleanup bills can effectively pay others with lower costs to reduce emissions on their behalf.

The main criticisms of Mr. Bush's plan focus on the move to end the distinction between old and new sources of emissions. The Clean Air Act held that plants built after 1970 had to have the best emission control technology available at the time they were built, and old plants that were substantially upgraded would have to meet the same standard. This ap-



Craig Frazier

proach was never a good idea and has now become unworkable and environmentally counterproductive.

The Clean Air Act provides that pollution sources are controlled under "state implementation plans," approved by the Environmental Protection Agency, that bring a state's emissions sources into line with national air quality standards. This core standard ensures uniformity so no high-emission hot spots develop; it is unaffected by the Clear Skies Initiative.

But requiring new sources to meet more stringent requirements than old sources never made much sense. The hope in 1970 was that large future reductions in emissions would be made as old plants were retired and replaced by new plants. But two problems bedeviled implementation. Imposing more stringent requirements on new plants has effectively in-

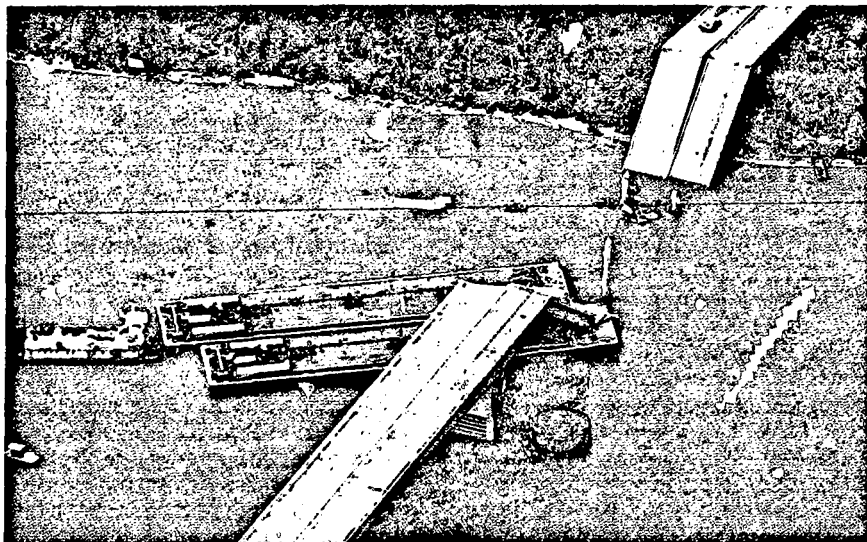
**Bush's plan offers
a realistic route to
cleaner air.**

creased the value of existing plants. The difficulty of siting new plants has made old plants less likely to be replaced, and dramatic technological advances have reduced maintenance costs and made it possible to extend the life of old plants.

NY Times
5.1.02
Page 10A2

Accidents

OKLAHOMA SPEEDS TO REPLACE SPAN FOLLOWING BARGE COLLISION



FALLEN Oklahoma officials aim for fast fix of I-40 span after fatal barge crash.

WHILE RECOVERY EFFORTS CONTINUED following the May 27 barge collision and collapse of a bridge over the Arkansas River, the Oklahoma Dept. of Transportation on May 28 hired engineer Poe & Associates Inc., Oklahoma City, to prepare repair plans within 16 days.

ODOT Chief Engineer Bruce Taylor says he expects to hire a contractor as soon as the plans are delivered. The repair is estimated to cost \$10 million.

"We feel the very real responsibility to put this bridge back into commission as fast as possible," says Herschel Walker, ODOT secretary. "That thing took one heck of a wallop, but it's a very stable structure apart from the west end."

At least nine people were killed when two attached barges struck and collapsed the Interstate 40 bridge in eastern Oklahoma. A 104-ft-long tugboat was pushing the barges, owned by Vicksburg, Miss.-based Magnolia Marine Transport Co., up the river. The empty barges, weighing a combined 800,000 lb, were 300 ft from the bridge when pilot Joe Dedmon apparently blacked out.

At 7:45 a.m., the 54-ft-wide, 280-ft-long barges began drifting at 5 mph. They missed the navigation channel by 300 ft and hit three piers at the bridge's west end. Two piers shattered and a third tilted, causing 500 ft of deck sections to pancake. Up to 15 vehicles drove into the 11-ft-deep river.

"The impact of the collision would have been roughly equivalent to five 2,000-lb cars slamming into the structure simultaneously at 60 mph," says Steven Tipton, an associate engineering professor at the University of Tulsa. Mary Beth Hudson, spokesperson for the U.S. Army Corps of Engineers, notes that the river was flowing at 54,000 cu ft per sec, well below the normal 70,000-cu-ft-per-sec average. The Corps has lent a barge-mounted 175-ton crane and sonar equipment to the recovery effort, led by a 14-member National Transportation Safety Board team and the U.S. Coast Guard.

The four-lane bridge, which carries 20,000 vehicles daily, is part of a truck route between Barstow, Calif., and Wilmington, N.C. Traffic is being rerouted 20 miles away, heavily impacting interstate commerce.

Built in 1967, the 64-ft-wide, 1,988-ft-long bridge consists of two post-tensioned concrete decks set atop steel girders. The 13-span crossing, which has a 300-ft clearance, is supported by 10 piers, each roughly 48 in. in diameter. It received a 78 of 100 rating when it was inspected last year, with negligible abrasion to the pilings.

ODOT believes it can still utilize the remaining bridge structure and span the cavity with concrete girders. A contractor or engineer has yet to be named. □

Development

CONSULTANTS PICKED FOR WTC

THE PROCESS FOR REDEVELOPING THE World Trade Center site and revitalizing lower Manhattan, ravaged by last year's Sept. 11 terrorist attacks that killed more than 2,800 people, is gaining momentum as Ground Zero stabilization and cleanup winds down. New York City-based Beyer Blinder Belle Architects & Planners, in association with the local office of civil engineer Parsons Brinckerhoff, were named to aid in urban design and transportation planning of the 16-acre plot and its surroundings.



LOMBARDI

The team was picked from a field of 15 and named May 22, the day before the first of five public hearings on the redevelopment—a subject likely to be one of the city's most emotionally and politically charged undertakings ever. The team includes 11 subspecialists, all assigned to produce a framework by year-end that identifies six land-use options. Infrastructure improvements, likely to include a transportation hub to handle an expected 10 million annual visitors to the future 9/11 memorial, could cost an estimated \$5.5 billion. Federal money is expected.



WHITEHEAD

Francis J. Lombardi, chief engineer for the site's public owner, the Port Authority of New York and New Jersey, said the hub might be above or below grade or "moved" just east of Ground Zero, to connect into New York City subway lines.

John C. Whitehead, chairman of the local Lower Manhattan Development Corp., began the May 23 hearing by telling a packed house that LMDC's preliminary blueprint released last month is only "a starting point." He then promised to involve all constituencies in the redevelopment planning. LMDC, a subsidiary of the state's Empire State Development Corp., was set up to oversee redevelopment (ENR 4/22 p. 7).

After listening to the speakers, many in the audience registered cynicism, saying officials had already left local groups and the poor out of the planning process. □

By Nadine M. Post

PHOTO LEFT BY AP/WIDEWORLD; TOP RIGHT BY JANCE L. TUCHMAN FOR ENR; CENTER RIGHT BY NADINE M. POST FOR ENR

Save Money on Your Energy Bill This Summer

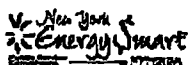
Have you heard about the "Keep Cool" room air conditioner bounty program that gives you \$75 just for being a smart consumer? Here's how it works. Starting May 1, 2002, you can receive \$75 if you live in New York State and follow these simple steps. In order to receive a \$75 bounty, you must:

- Purchase a new ENERGY STAR®-labeled room air conditioner or a through-the-wall room air conditioner with an EER of 9.0 or higher, from a participating retailer by September 20, 2002. Units that are interchangeable between windows and walls are not eligible.
- Turn in an old working room air conditioner at an official drop-off site between May 1, 2002, and September 20, 2002.
- Complete and mail the application with the sales receipt.

Even if you're not in the market for a new air conditioner this summer, you can still save money on your energy bill by following these simple tips:

- Look for the ENERGY STAR label, the symbol for energy efficiency, when shopping for major appliances and lighting products.
- Shift energy-intensive tasks—laundry and dishwashing—to off-peak energy demand hours (mornings, nights and weekends).
- Use a timer or programmable thermostat on your air conditioner. It's an inexpensive investment that will keep you cool when it's most important and save you money by reducing use during peak demand periods.

For more detailed information about saving energy, or for a list of participating Keep Cool retailers and official drop-off sites, call our toll-free number **1-877-NY-SMART** or visit **www.GetEnergySmart.org**.



STATE OF NEW YORK
George E. Pataki, Governor



"Keep Cool" is an initiative under Governor Pataki's New York Energy Smart™ Program, a partnership between the New York State Public Service Commission (PSC) and the New York State Energy Research and Development Authority (NYSERDA) to help New Yorkers save energy and protect the environment.

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