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Boston Central Artery

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Boston Central Artery/Third Harbor Tunnel
-Status Sheet-

Project Scope

- o Before 1987 Highway Act: operational improvements to existing Central Artery (I-93) and construction of 2-lane tunnel (I-90) to Logan Airport.
- o After 1987 Highway Act: construction of I-90 as 4-lane toll tunnel and reconstruction of I-93 in tunnel section although one segment (High to Causeway Street) was defined ineligible for Interstate funds.

Status and Schedule

- o Over \$200 million has been obligated for preliminary engineering and environmental studies.
- o Two supplemental Environmental Impact Statements are being finalized, environmental approvals and permits will be requested soon although likely to be near the end of 1990 before received.
- o Project appears technically feasible although extremely complex due to maintaining traffic and utilities while mitigating environmental and historical impacts.
- o Most optimistic engineering and construction schedule will require 9 years of concentrated effort.
- o The Sierra Club recently filed an intent to sue to stop air pollution caused by the tunnel vent stacks. This suit could further delay progress of the project.

Cost-Evaluation and Projection

	<u>Total Cost</u>	<u>Interstate Cost</u>
Before 1987 Act	\$ 1.4 billion	\$ 1.2 billion
After 1987 Act	\$ 3.0 billion	\$ 2.3 billion
January 1990	\$ 5.0 billion±	\$ 4.0 billion±
Ultimate Cost	\$ 6-7 billion	\$ 5-6 billion

- o State fiscal capability to match Interstate and other Federal funds as well as provide for non-participating cost is uncertain amidst present budgetary situation.
- o The bulk of the ultimate cost will remain to be obligated after the existing Highway Act expires (10/1/91).

- o This project will represent the majority of completing the Interstate System in the Highway Reauthorization Bill; while some 20 States will have remaining Interstate projects, most are relatively small.
- o Congressional support for such a singularly significant project is uncertain.

Basic Strategies

- o Immediately pursue all possibilities to reduce cost of project without significant loss of transportation benefits.
- o Assure project is implemented from an independent usable segment perception to minimize risk of major expenditures without ultimately achieving project completion.
- o Consider capping Interstate funding in the Highway Authorization Bill.

