

The North Shore *Over 70 Years!*
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**"Their Dream
is our Nightmare"**



Photo: Town of Oyster Bay

Town of Oyster Bay Supervisor Joseph Saladino (at podium) stands with local politicians at a press conference at Centre Island Beach on Thursday, July 13th, applauding the Federal Railway Administration's newly released plan for the Northeast Corridor that does not include a cross Sound bridge or tunnel. For details see page 3.

FRA Says No to the Cross Sound Crossing

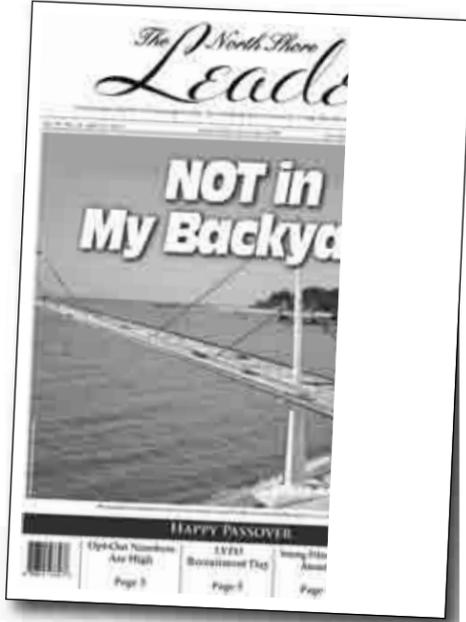
Plans to build a bridge or tunnel from Long Island to Connecticut are not in the latest multibillion-dollar federal plan to fix the Northeast Corridor rail line – all but sealing the fate for the project that was a dream for some but a nightmare for others. This news came via a press release issued on Wednesday, July 12th.

Local politicians wasted no time applauding this move. At a press conference set against the waters of the Long Island Sound at Centre Island Beach on Thursday, July 13th, Oyster Bay Town Supervisor Joe Saladino praised the Federal Railroad Administration (FRA) for withholding the money from the plan that Governor Andrew Cuomo and others have been trying to push through.

“New York state must now follow and end their dream of a cross-Sound bridge or tunnel... Their dream is our nightmare,” he told the community.

Local politicians were present at the conference, which was broadcast on News12 Long Island, including State Assemblyman Michael Montesano and Nassau County Legislator Don MacKenzie.

Building a bridge or a tunnel across the Sound is an idea that’s been around for decades, but had gained traction last year when Governor Cuomo included \$5 million for a feasibility study to be done. Supporters see it as a way to bolster the economy and ease travel. Opponents say it would be nothing but a detriment to Long Islanders. The story was originally covered in the April 20th, 2016 edition of



The Leader.

The Railroad Administration had put forth a plan, costing \$290 billion, that proposed LIRR riders direct and quicker access to New England, with two new tracks extending north at Ronkonkoma to cross the Sound into New Haven, Connecticut. This plan was not included in what was released on Wednesday.

Of the bridge/tunnel idea, Saladino noted, “It would significantly increase traffic throughout the North Shore, put protected wildlife in jeopardy, ruin the environment, ruin the character of our communities and a long list of other problems.”

EDITORIAL

NO CROSS-SOUND BRIDGE/TUNNEL

Oyster Bay Supervisor Joe Saladino this week declared “No to the Cross Sound Bride and Tunnel,” drawing his line in the sand, at a press conference at the Center Island Beaches in Bayville. Saladino was referring to new efforts by NYS Governor Andrew Cuomo, to revive the old Robert Moses plan to build a massive highway bridge across Long Island Sound, from Bayville to Rye, New York.

Saladino was supported by Oyster Bay Council members Lou Imbroto, Michelle Johnson, and Thomas Hand, and local and state officials, including Mayors Peter Quick (Mill Neck), Larry Schmidlapp (Center Island), Elliot Conway (Upper Brookville), and Leg Don MacKenzie (R-Oyster Bay).

The Cross Sound Bridge is like a zombie that just won’t die. Conceived by then-MTA and Parks Commissioner Robert Moses in the 1950s, the plan would have plowed-under the downtowns of Oyster Bay, Bayville and Cold Spring Harbor; run connecting mega-highways through Center Island, Lloyd Harbor and Eaton’s Neck, and linked them all through massive concrete and steel highway ramps, over what is now downtown Bayville, to a six or eight-lane pylon bridge, across to Rye. The bridge would have meant the destruction of the pristine harbors, leafy communities, and historic downtowns of the North Shore.

In the late 1960s and early 1970s, local leaders - most notably Assemblyman Joe Reilly (R-Glen Cove) and Senator Ralph Marino (R-Oyster Bay) - and local newspapers like *The Leader* - fought to stop the Moses Plan.

Now Governor Cuomo, and his friend at the Long Island Association (“LIA”), President Kevin Law, have tried to revive the Moses Plan. Thankfully, a tidal wave of opposition - from Supervisor Saladino to the federal government - seems to have stopped Cuomo’s plans - for now.

The Moses Plan never made economic sense. Given the long history, established communities, and economic vitality of the North Shore, the costs and destruction of a Bayville to Rye Bridge would always have been prohibitive. The Plan makes even less sense now.

The Leader applauds Supervisor Joe Saladino for his strong stand, and his vigilance in helping to protect the North Shore.

The Publisher

