



Long Island Sound Tunnel Public Information Meeting

April 24, 2018



Village of Bayville Tunnel Committee

Mayor Paul Rupp created this committee and charged it with preventing a Long Island Sound crossing that would negatively impact Bayville

- Trustee John Taylor – Committee Chair
- Deputy Mayor Joe Russo
- Trustee Tim Charon
- Former Trustee and Former Deputy Mayor Rena Bologna
- Former Trustee George Jehn
- Planning Board Member, Ad Hoc Zoning Board of Appeals (ZBA) Member, Former ZBA Chairman, Gene Pileggi
- Jen Jones (Senior Technology Executive)
- Loretta Cummings (Attorney)

Agenda

- Present an overview of the project
- Reveal the latest information received from Governor Cuomo's office
- Inform you of steps already taken, and ongoing activities to oppose this project
- Encourage everyone to get involved, stay involved, and provide guidance to help you prevent this project from advancing any further
 - The fact that you are here tonight is evidence that you're seeking information, are concerned, and engaged

Please Save Questions Until
After The Presentation

Thank You!

Governor Cuomo Proposal

January 5, 2016

- Governor Cuomo committed \$5 million in state funds to a feasibility study for a new crossing of Long Island Sound
- The study funding was listed among several goals for 2016, aimed at improving downstate infrastructure
- Governor Cuomo said the study will look at three potential destination points
 - Bronx
 - Westchester
 - Connecticut

Feasibility Study

- Initial step in process
- Ordered by Governor Cuomo in early 2016
- \$5 Million Cost
- Published December 2017
- Created by WSP
 - International engineering firm
 - Headquartered in Montreal, Canada
- Title:
'Long Island Sound Crossing Feasibility Study'
- 88 Pages, available online, NY State Department of Transportation

<https://www.dot.ny.gov/programs/capital-plan/repository/LI%20Sound%20Report.pdf>



Meeting with NY State Senator Carl Marcellino

- Senator Marcellino's Oyster Bay Office - Thursday, February 8, 2018
- Senator Marcellino shared information received from Governor Cuomo
- Planning a press conference to alert residents of affected communities
- Attended by Mayors and Trustees from North Shore Communities
 - Asharoken
 - Bayville
 - Brookville
 - Centre Island
 - Cove Neck
 - Lattingtown
 - Laurel Hollow
 - Lloyd Harbor
 - Mill Neck
 - Oyster Bay Cove
 - Sea Cliff
 - Upper Brookville

Press Conference – March 1, 2018



Tunnel Committee Meeting with Governor Cuomo's Staff

- Friday, March 23, 2018 - Bayville Village Hall
- Peter Kiernan
 - Special Counselor for Infrastructure Initiatives
Executive Chamber
- Lisa Santeramo
 - Director of Operations for Long Island
- Imran Ansari
 - Governor's Representative
Long Island/Nassau County



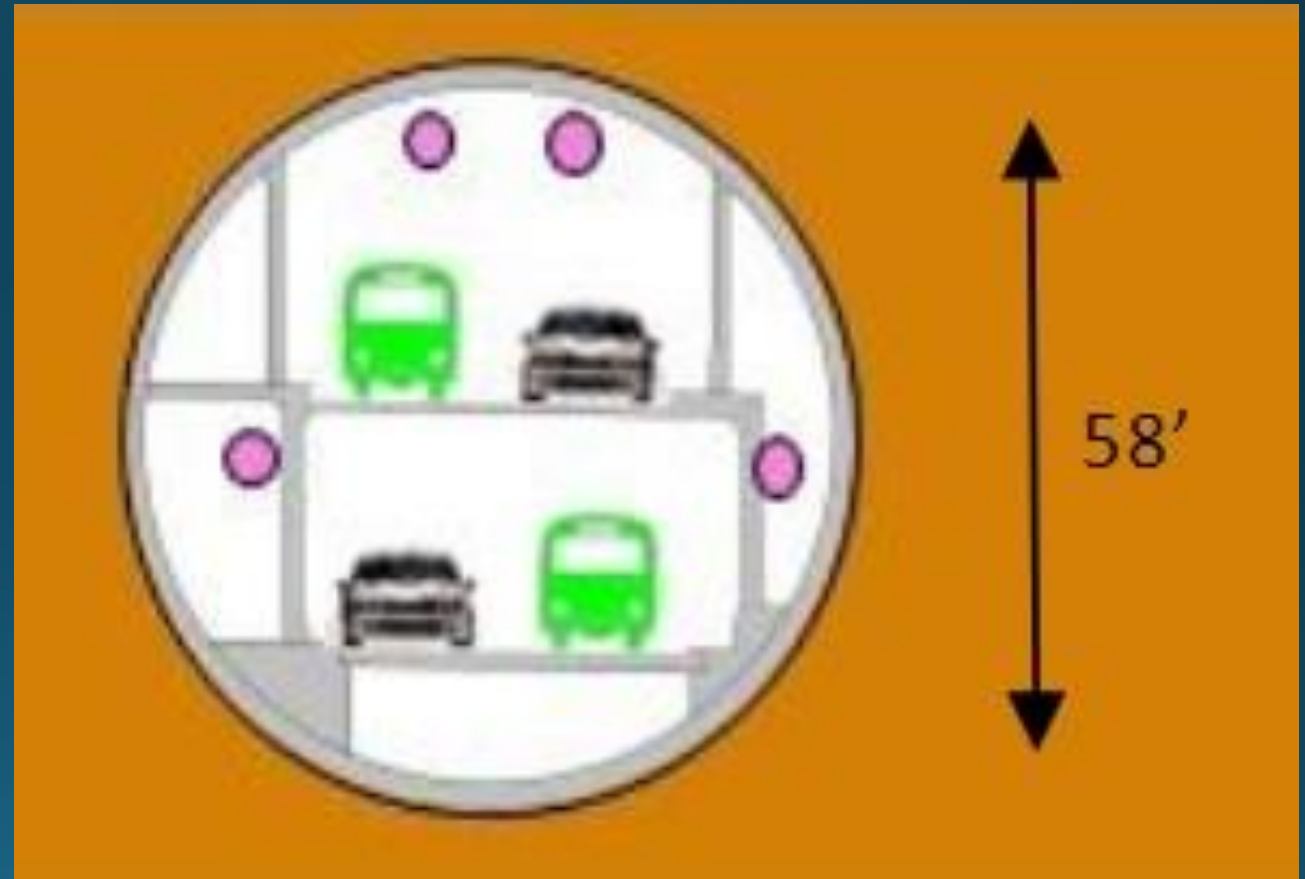
Design

- Initially presented as three separate, but connected, tubes



Design

- Current plan is a single, multi-level tube
- Two lanes on each level


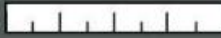




Design

- 18 mile total length
 - 9 miles underground (Long Island & Westchester)
 - 9 miles under Long Island Sound
- Entrance/Exits
 - North of Seafood-Oyster Bay Expressway (135) and Jericho Turnpike (25)
 - South of New England Thruway & Playland Parkway
- Multi-story emergency access and ventilation shafts near each shoreline
 - Rye, NY on Westchester County side
 - Bayville, or Centre Island, or Oyster Bay, NY on Long Island side

Design

- Estimated Total Daily Use 86,400 Vehicles
 - 3,715 Trucks – DIESEL EXHAUST!
 - 82,685 Automobiles
- Capital Cost \$31.5 Billion
- \$20 Toll – each direction
 - Expected to increase with construction cost escalations and inflation
- Annual Toll Revenue \$520 Million

Western Alignment Oyster Bay to Rye/Port Chester	
Shoreline Distance 	9 Miles
Total Alignment Length 	18 Miles
Capital Cost (3 Lane) \$	\$31.5B (Tunnel) (2 Lane) \$55.4B (Tunnel) (3 Lane) \$43.5B (B/T)
AM Demand NB SB \$20 Toll Max Toll	13,100 / 16,300 11,600 / 14,500 (\$25)
Total Daily % Truck 	4.3%
Total Daily Demand \$20 Toll / Max Toll	86,400 / 74,300
Annual Toll Revenue (millions) \$20 Toll / Max Toll 	\$520 / \$556

Impact On Local Area

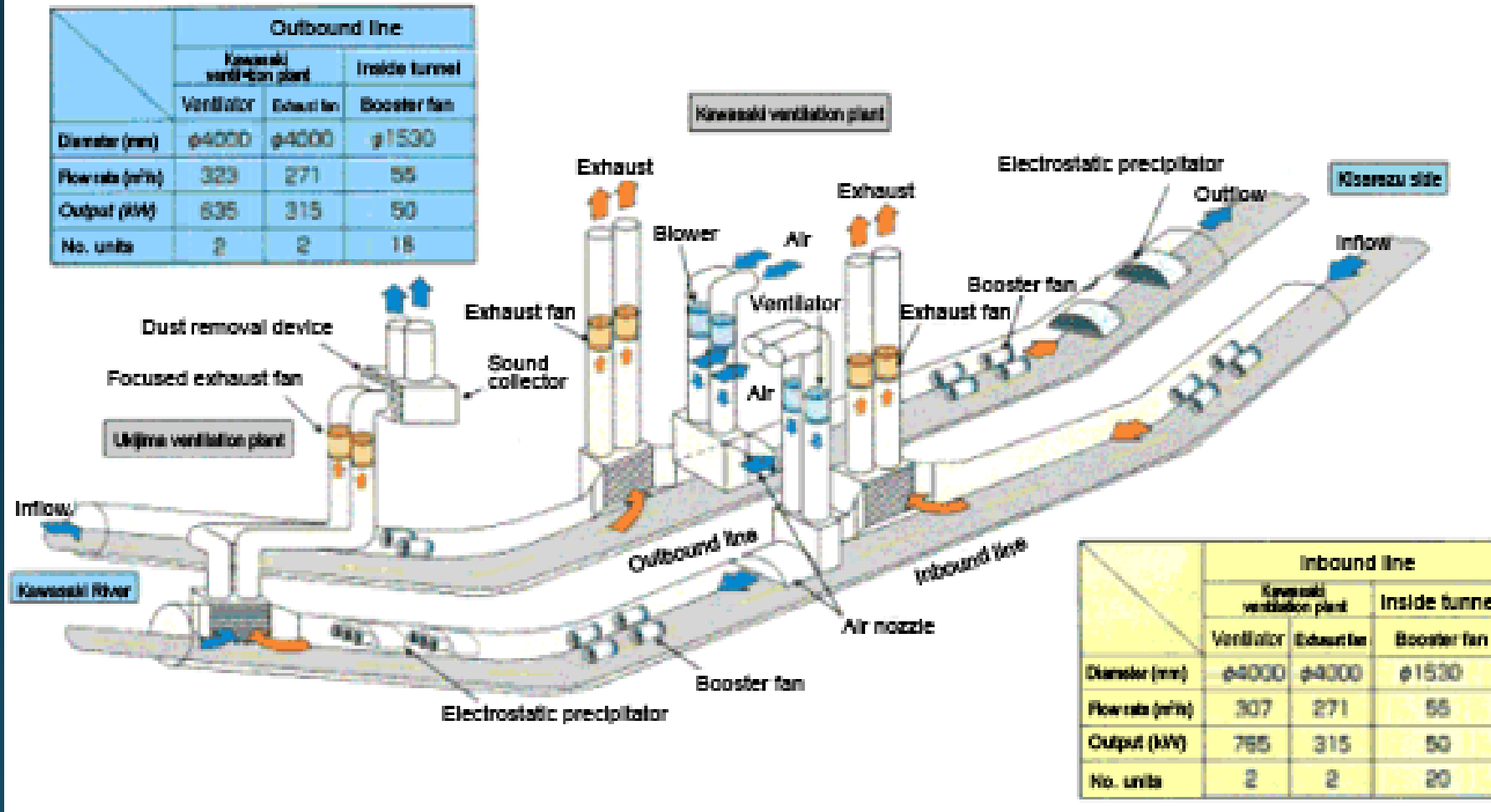
- Bayville, Centre Island, Mill Neck, Oyster Bay, Oyster Bay Cove, Laurel Hollow, Cove Neck, Syosset
- Exhaust/Ventilation and Emergency Access Shafts
- Large Multi-story Buildings
- Elevators large enough to carry vehicles
- Ventilate tunnel with fresh air
- Vent vehicle fumes onto surrounding area
- Noise from large fans-blowers

Lincoln Tunnel Exhaust/Ventilation & Emergency Access Shafts



Tunnel Exhaust and Ventilation

● Ventilation System Diagram

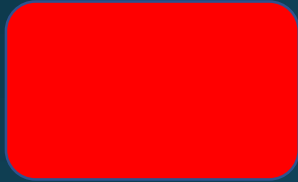


Tunnel Exhaust and Ventilation



Ventilation/Access Shafts

- Potential Locations Near Long Island Shoreline



Ventilation/Access Shafts

- Relative size within Bayville



Beautiful Bayville, New York







Impact On Local Area

- Major disruptions during construction
 - Impacts Nassau and Westchester Counties
 - Blasting, removal of underground rock and debris, large equipment movement, increase in traffic and parking from commuting construction workers, increase in pollution and noise
 - Continuing for EIGHT years





Impact

- Will increase traffic, not reduce it
 - Historically new bridges and tunnels generate additional traffic , resulting in a net increase
 - A 2004 meta-analysis, which took in dozens of previously published studies, confirmed this: it found that:
...on average, a 10 percent increase in lane miles induces an immediate 4 percent increase in vehicle miles traveled, which climbs to 10 percent – the entire new capacity – in a few years.
 - Feasibility Study:
 - OBJECTIVE:
Generate auto and truck demand
 - Demand during the year 2040 morning peak would almost equal the capacity
 - After 2040, peak demand would be expected to exceed capacity



History

- Various proposals for a bridge or tunnel across the Long Island Sound date back to the days of master builder Robert Moses and Governor Nelson Rockefeller and in the 1960s and early 1970's
- Moses had pushed for a bridge between Bayville and Rye, though he was never successful in getting it built
- Governor Rockefeller supported the project



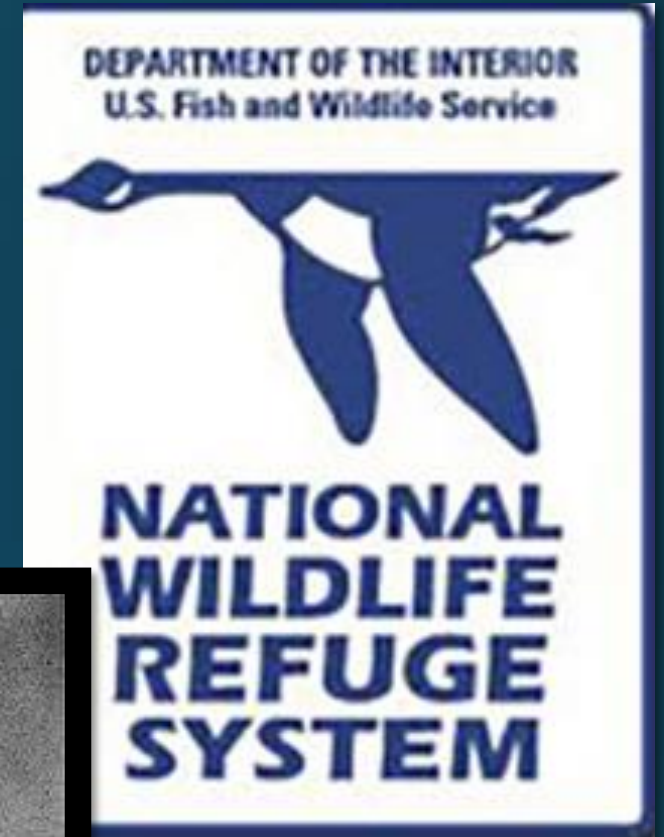
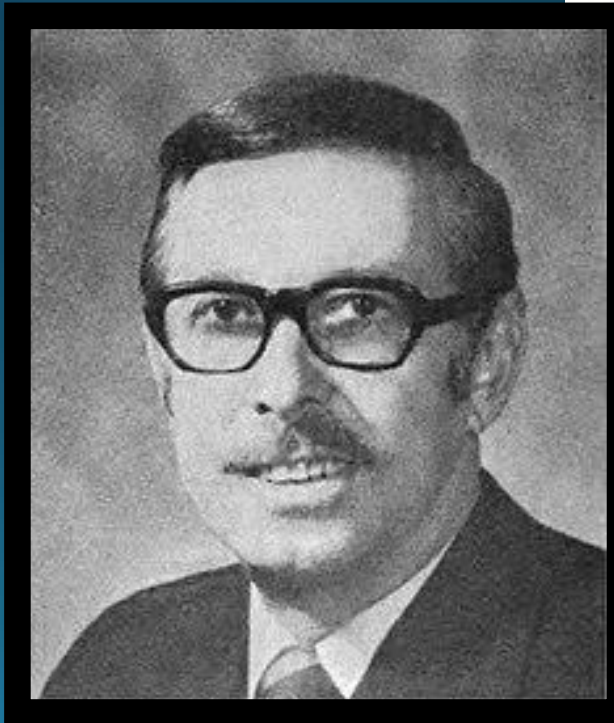
Robert Moses



Governor
Rockefeller

History

- Local officials and residents came up with a plan to cede private property to the US Department of Interior to create a Federally protected Wildlife Refuge
- Created by a bill submitted to Congress by local Congressman, Lester Wolff



History

Key players who helped form and execute a successful opposition to the Moses-Rockefeller Bridge



NY State Senator
Ralph Marino



NY Assemblyman
Lewis Yevoli



Bayville Mayor
Duncan Sterling



Bayville Trustee
George Jehn



Bayville Trustee
Joan Imhof



Bayville
Environmentalist
Don Cotten

Mill Neck
Creek

Jefferson Ave.
Bayville



History

- Construction was banned within, along borders, over, or under any Wildlife Refuge
- Governor Rockefeller continued to move ahead with the project
- There were other coordinated opposition activities, including a counter to the Environmental Impact Statement developed by Bayville residents, which ran on the front page of the NY Times
- The US Department of The Interior filed suit in Federal Court to stop construction of the bridge
- Governor Rockefeller, who had plans to run for President, cancelled the bridge after being sued by the Federal Government
- Therefore, the protections offered by the Wildlife Refuge were never tested in court

Interior Dept. Blocks LI Bridge

Access routes are not compatible with the national wildlife refuge, it says.

By Lynn Rosellini and
Colleen Sullivan

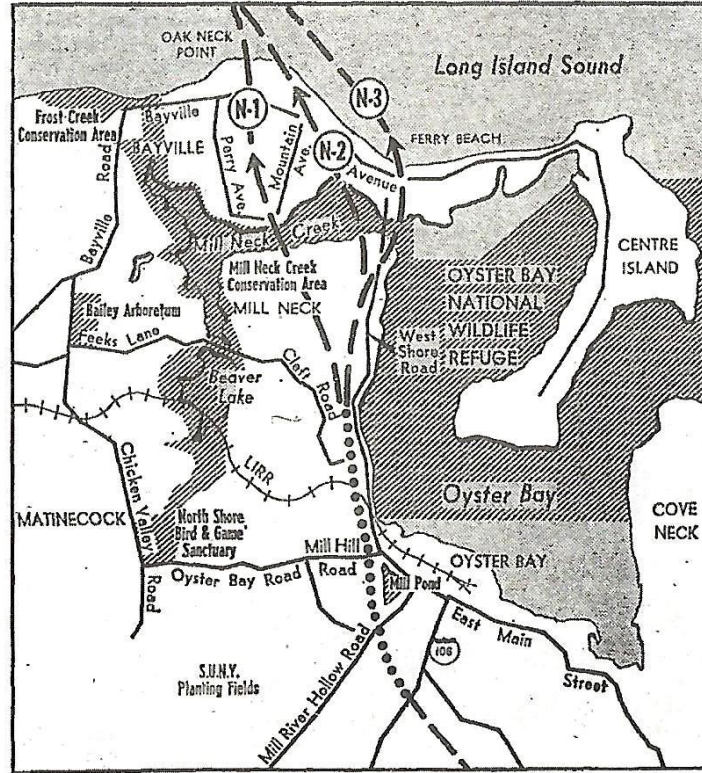
The U. S. Interior Department yesterday put a large, if not impassable, roadblock before the Metropolitan Transportation Authority, the State Transportation Department and other proponents of the proposed Oyster Bay-Rye bridge.

A spokesman for the Interior Department said it had decided not to grant easements for access routes to the bridge that go over, under, or through the 3,100-acre Oyster Bay National Wildlife Refuge. All three of the proposed alternative access routes traverse Mill Neck Creek, which is part of the refuge. The spokesman said his department had determined that the access routes would not be compatible with use of the land for a wildlife refuge.

In a letter addressed to MTA Chairman William J. Ronan, the Interior Department said it would not comment on the state's environmental-impact statement for the bridge project, because all the proposed access routes cross the refuge. The refuge was deeded to the Interior Department by the Town of Oyster Bay in June, 1968, for use as a migratory stop and wintering ground of waterfowl on the Atlantic flyway.

The letter, received by Ronan yesterday, was signed by W. W. Lyons, deputy assistant secretary of the interior. A spokesman for Lyons said "the department would be pleased" to make comments on a "new draft statement for a relocated bridge project."

It could not be determined last night if the state will appeal the federal decision, in or out of the courts. An MTA spokesman, David Baxley, declined to speculate on how the decision would affect the bridge. He said attorneys for the MTA "are studying" the letter to determine what action can be taken. A spokesman for the state Transportation Department, which submitted the im-



All three of the access routes offered as alternatives cross Mill Neck Creek in the Oyster Bay National Wildlife Refuge. The dotted line they lead to is a proposed extension of the Seaford-Oyster Bay Expressway.

pact statement along with the MTA, said that department officials had not seen the letter yet and would not comment until they had examined it. Spokesmen for Gov. Rockefeller, the bridge's strongest advocate, could not be reached for comment.

State and federal legislators who

have opposed the bridge said yesterday that the Interior Department's ruling means the end of the project.

State Sen. Ralph Marino, (R-East Norwich) said, "It's fantastic. Without permission from the Interior Department, the state cannot build the bridge. It's been a long fight, and this brings

it close to the end." Marino said that the state could build an access road around the wildlife preserve, but that thousands of additional acres would have to be condemned. "It would be much more destructive, making the cost prohibitive," he said.

Rep. Lester L. Wolff (D-Kensington), who helped establish the refuge in the late 1960s, said, "It would be difficult [to proceed with the bridge] unless they got air rights . . . I would say that this is final." U.S. Rep. Angelo Roncallo (R-Massapequa) was even more definite: "I think this is the death knell for the bridge . . . I don't know of any other access that could avoid passing through the wildlife refuge. I'm delighted."

Claire Stern of the Long Island Environmental Council was cautious in her assessment of the decision. "It will not be over until the state clearly says, 'we have abandoned the idea,'" she said. She added, however, "This is clearly a tremendous victory. It is a victory in two ways: in terms of the bridge fight, and in terms of the federal agency defending the integrity of open space and wildlife preservation."

One of the strongest proponents of the Long Island Sound bridge, from the standpoint of its possible boost to the local economy, predicts a court test of the ruling. Seymour A. Albredit, vice president for transportation of the Long Island Association of Commerce and Industry, said, "I imagine this one [obstacle] will be circumvented just like the others have been. I think the need is so great that this will be just another delay. We'll just have to keep working at it [bridge]."

U.S. District Court Judge Lloyd F. MacMahon barred hearings on the project for 60 days last month until the state agencies involved complied with federal requirements. Approval by the Interior Department was one of those requirements.

Newsday
March 17, 1973

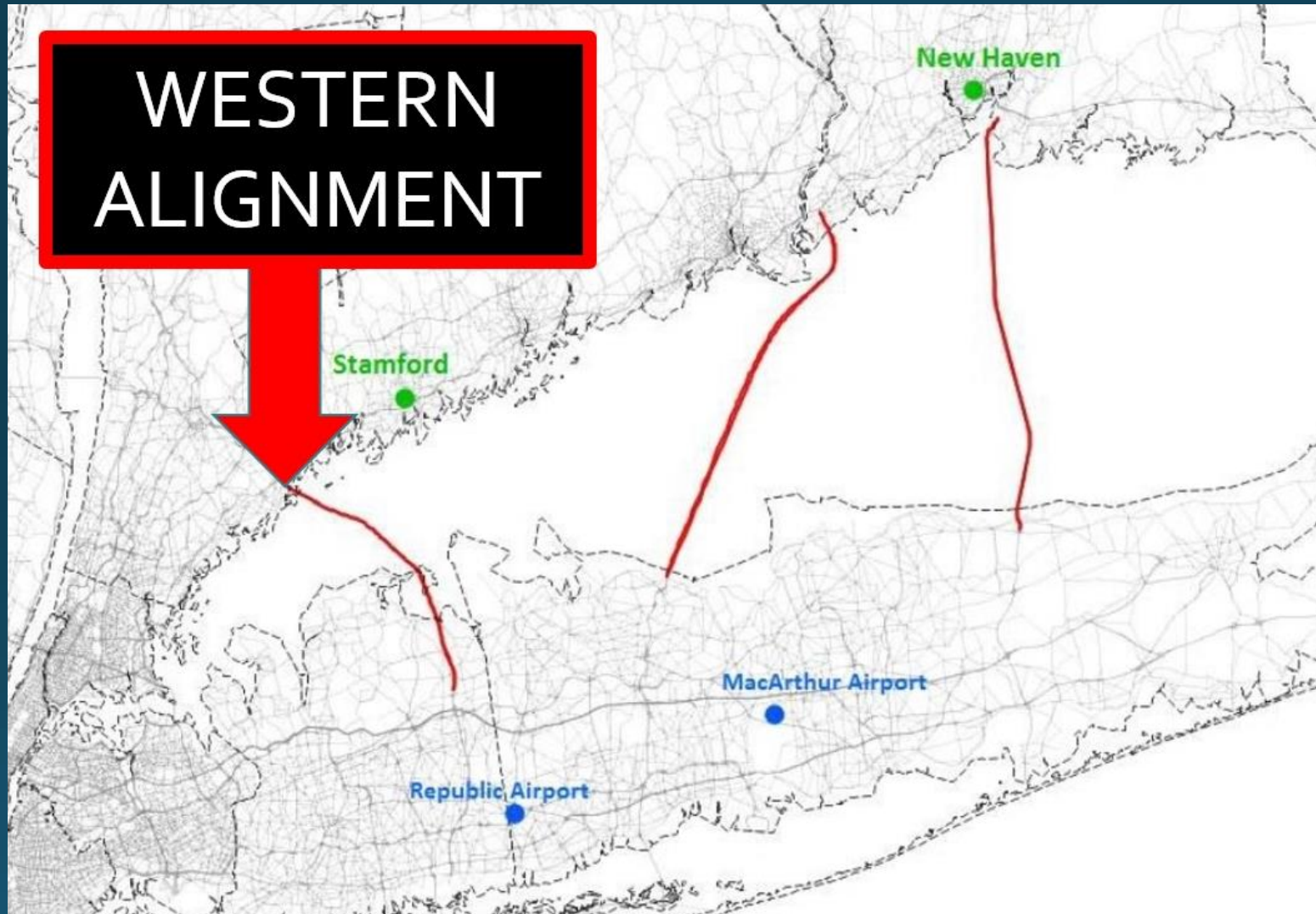
History

- Polimeni International proposed a 16-mile-long, three-tube tunnel from Oyster Bay to Rye in 2007
- It was expected to cost at least \$10 billion
- Long Island developer Vincent Polimeni, who died in 2013, would have privately funded the construction, recouping costs through a \$25 toll each way, and selling advertising in the tunnel
- The project would have created the longest highway tunnel in the world
- It was felled in part by the economic recession
- In all, no fewer than 10 bridges, tunnels or routes over the Sound have been proposed or studied over the years

Supporters of Current Tunnel Proposal

- The Long Island Association (business group)
 - Kevin Law, President
- Construction Trade Unions
- Transportation Lobby
- Tunnel Construction Companies
- Construction Equipment Manufacturers
- Road Construction Companies
- Warehouse Construction Companies
- Companies Requiring Warehousing and Distribution Centers

Possible Routes (alignments)



Western Alignment

Figure 4-2: Western Alignment Concept (Oyster Bay Landing)



Source: WSP

Financing

- Governor Cuomo intends to create a new, independent Tunnel Authority to issue bonds
- Similar to the Port Authority, MTA (Metropolitan Transit Authority), and NY State Thruway Authority
- A Tunnel Authority would have the power to issue bonds
- Will NOT be under control of the Department of Transportation
- Creation of any new authority requires authorization by the NY State Legislature

Financing

- State Issued Tax Free Bonds
 - This circumvents the need to get funding from the NYS legislature
- Bond Investors
 - State Employee Pension Funds
 - Union Pension Funds
 - Foreign banks and governments, notably China
 - Industries who benefit from construction and equipment contracts to build the tunnel
 - Private and public funds

Financing

- Feasibility Study high estimate \$55 Billion
- Governor's Representatives stated cost would be \$31.5 Billion
 - Savings from using the western route
 - Savings from advances in tunnel boring technology
 - Single double deck tube, instead of three separate tubes
- Annual Debt Cost
 - \$1.5 Billion on \$31.5 Billion
 - \$2.5 Billion on \$55 Billion
 - This does not pay down any of the construction costs, it is only covers the debt
- Annual Toll Revenue: \$520 Million
 - Anticipated max toll \$20 - \$25 each way
 - Higher toll fees would result in significantly less usage
- Annual Shortfall \$1 Billion for \$31.5 Billion cost
 - This does not include annual maintenance in the tens of millions, perhaps \$100 Million

Financing

Table 7-1. Capital Cost – Western Alignment (billion 2016\$)

Cost Item		Bridge Only to Rye/Port Chester	Tunnel Only to Rye/Port Chester (2 x 2 lanes, 1 tube)	Tunnel Only to Rye/Port Chester (2 x 3 lanes, 2 tubes)	Bridge/Tunnel to Rye/Port Chester
Construction					
Tunnel		\$0.00	\$19.67	\$36.37	\$23.45
Islands		\$0.00	\$0.53	\$0.53	\$2.57
Bridges		\$5.01	\$0.00	\$0.00	\$2.56
Highway/Civil		\$0.17	\$0.17	\$0.17	\$0.17
Total Construction		\$5.18	\$20.37	\$37.07	\$28.75
Soft Costs					
Design (PE/FD/PM)	15%	\$0.78	\$1.50	\$1.50	\$1.50
Construction Inspection	6%	\$0.31	\$1.34	\$2.22	\$1.73
Construction Support Services	2%	\$0.10	\$0.41	\$0.74	\$0.58
Insurance, Legal, Permits, Review Fees	3%	\$0.16	\$0.61	\$1.11	\$0.86
Total Soft Costs		\$1.35	\$3.86	\$5.57	\$4.67
Contingency (Design & Construction)	30%	\$1.96	\$7.27	\$12.79	\$10.03
Total (billions) 2016 \$		\$8.49	\$31.50	\$55.43	\$43.45

Source: WSP

Financing

- Cost overruns are a historical reality for Government projects
- Fulton St. Transit Hub
 - Final cost estimated at twice initial estimates
- East Side Access - LIRR Station Beneath Grand Central Station
 - Original estimate \$4.3 Billion
 - Final cost over \$10 Billion, will not be complete until sometime in the 2020's
- Boston's 'Big Dig' – estimated cost \$2.6 Billion, final cost \$24 Billion

Schedule

- Announced January 2016 with initiation of Feasibility Study
 - Feasibility Study published December 2017
- Requests for Statements of Interest – January 2018
 - Received April 2018
- Environmental Impact Study
 - Begin - September 2018
 - Completed 2023 (could be sooner)
- Construction
 - Begin 2023, or upon completion of Environmental Impact Study
 - Completed 2031 (could be sooner, could be later)
- Legal and/or engineering & construction challenges could force delays

Statements of Interest

- Governor Cuomo's Office requested statements of interest
- Analysis of the viability of the proposed project
 - Overall Mobility
 - Economic Growth
 - Generate Revenue for:
 - Construction
 - Operation
 - Maintenance

Statements of Interest

- Six proposals were received
 - Each proposal consists of a consortium of three responses
 - A total of approximately twenty entities responded
- All proposals affirm that the project:
 - Is practicable
 - Is feasible
 - Can be financed
- All responses were nearly identical
- Each explained how tunnel could be constructed and ventilated

A Tunnel is No Longer Just a Proposal
IT IS MOVING FORWARD!



IT MUST BE STOPPED!

It CAN Be Stopped

here's how...



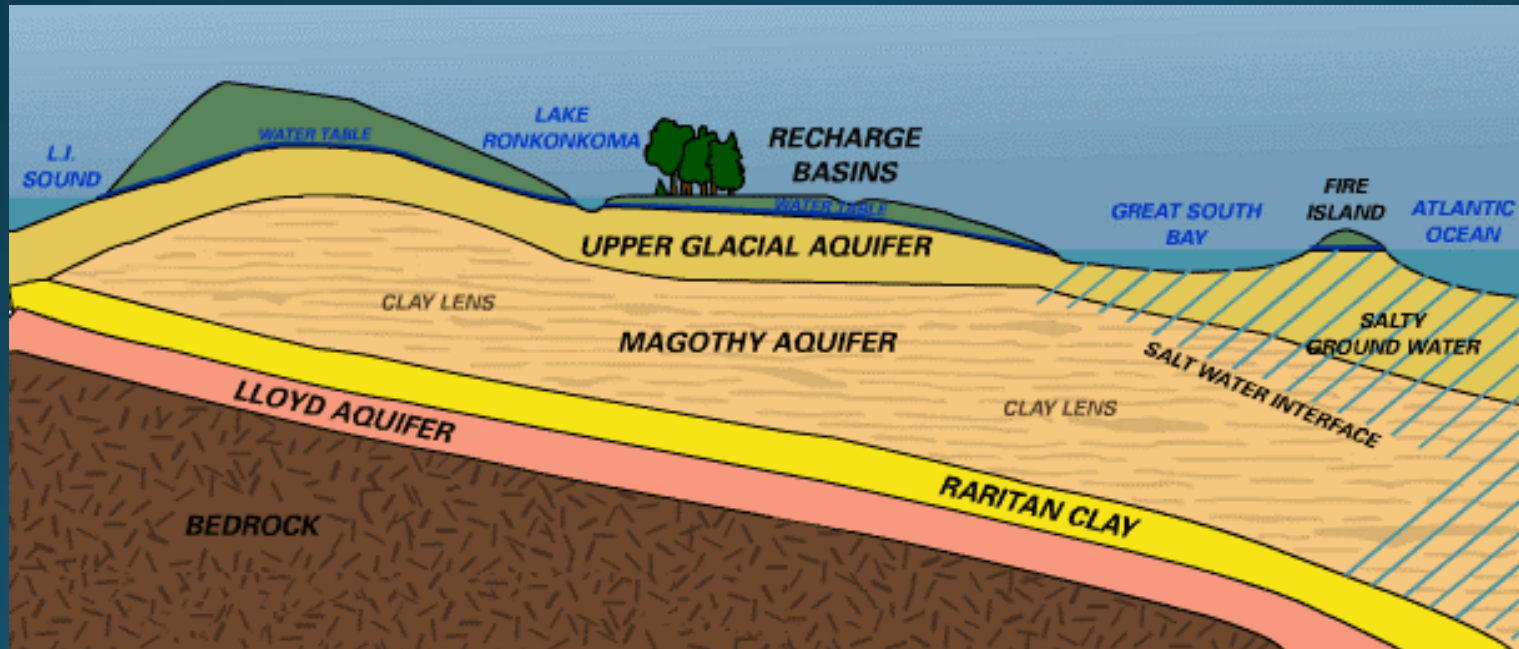
Reasons for Opposition

- Risk to water supply
- Harmful environmental impacts
- Devastating to Communities
 - Harmful to ALL of Long Island
 - Adds to congestion, does not relieve it
 - Enables creeping urbanization
 - Fosters industrialization
- Need to repair and replace EXISTING roads and bridges
- Not financially viable
- Unnecessary

Reasons for Opposition

WATER SUPPLY

- All Long Island Water comes from underground aquifers
- Tunnel could impede on the Lloyd Aquifer, main water supply for our area
- Tunnel would impede on all private wells on Centre Island



Reasons for Opposition

- ENVIRONMENT

- Increase in air pollution
 - Concentrated air pollution in vicinity of exhaust shafts
- Negative impact on wildlife habitats and fragile ecosystems
- Damage to Long Island Sound
- Damage to Oyster and Shellfish Industry
 - of great importance to this region
- Negative impacts on recreational spaces and waterways

Reasons for Opposition

CONGESTION

- Historically, new bridges and tunnels NEVER relieve congestion, they only add to it, as more vehicles use the new crossings
- From '*The Power Broker*' by Robert Caro:

Watching Moses open the Triborough Bridge to ease congestion on the Queensborough Bridge, open the Bronx-Whitestone Bridge to ease congestion on the Triborough Bridge and then watching traffic counts on all three bridges mount until all three were as congested as one had been before, planners could hardly avoid the conclusion that "traffic generation" was no longer a theory but a proven fact: the more highways were built to alleviate congestion, the more automobiles would pour into them and congest them and thus force the building of more highways – which would generate more traffic and become congested in their turn in an ever-widening spiral that contained the most awesome implications for the future of New York and of all urban areas.

The same effect had been seen earlier with the new parkways that Moses had built on Long Island in the 1930s and 40s, where ... every time a new parkway was built, it quickly became jammed with traffic, but the load on the old parkways was not significantly relieved.

Reasons for Opposition

COMMUNITY

- Urbanization
- New crossings bring new development
- Bayside Queens was once suburban, the construction of the Whitestone and Throgs Neck Bridges resulted in it being overbuilt and overcrowded, with numerous high rise apartments



Reasons for Opposition

INDUSTRIALIZATION

- Tunnel is primarily intended for trucks and the freight they carry
- Industries envision converting Suffolk County farmland into warehousing and distribution centers
 - Amazon.com has already established a presence on LI, seeks to expand here
- This is consistent with the LIRR third rail project, currently underway
- Will require enormous investments in new infrastructure
 - More feeder roads
 - Increased power generation
 - Wastewater handling and treatment plants



Reasons for Opposition

EXISTING INFRASTRUCTURE

- More pressing needs to repair and maintain existing infrastructure
- NYS DOT estimates that it will take \$67.7 BILLION to repair failing bridges and roads in NY
- 17,437 NY bridges need repair
- 1,837 NY bridges are classified as 'structurally deficient'
- 188 of the structurally deficient bridges in NY are part of the Interstate Highway System
- 841 Bridges posted for load restrictions

Reasons for Opposition

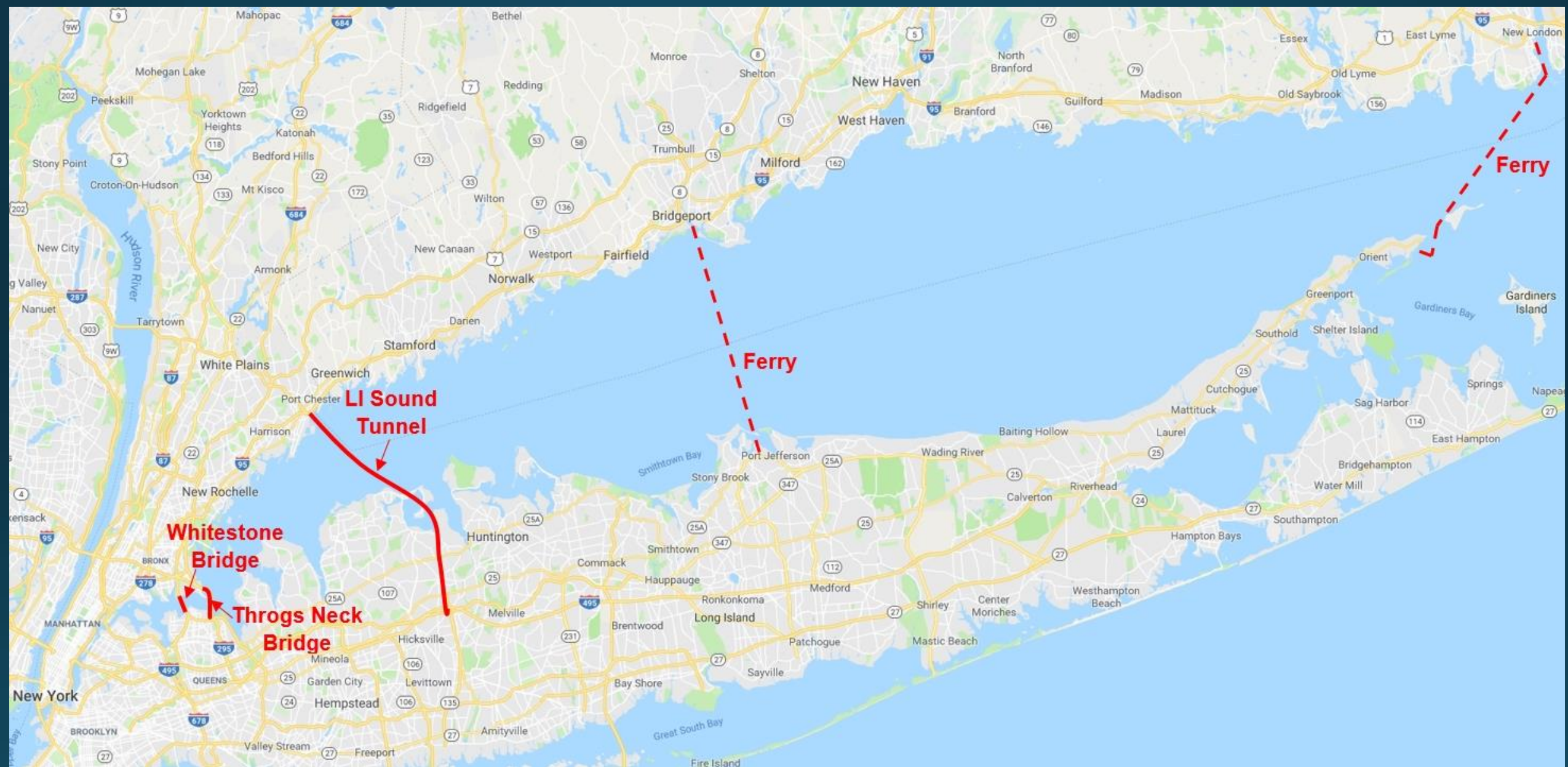
- Long neglected NYC area mass transportation projects need NY State financial assistance
- LIRR will need \$13.4 Billion over the next 20 years
- \$105.7 Billion needed in the next 20 years to maintain and modernize existing transit system
- \$20 Billion is needed for the NYC subway system
- Ventilation plants for 40% of high-priority subway tunnel segments do not meet industry standards
- More than half of the MTA bridges and tunnels are at least 70 years old
- MTA Debt service currently exceeds \$3 Billion annually, expected to reach \$4.4 Billion by 2025

Reasons for Opposition

- FINANCIAL
 - Unaffordable
 - Projections indicate the Tunnel Authority will lose a minimum of \$1 Billion each year, without ever paying down the debt
 - The \$1 Billion ANNUAL loss projection is based on current inflation rates, if inflation rates increase, the accumulating debt increases more rapidly than inflation
 - This does not account for cost overruns, which historically always occur
 - If the Tunnel Authority goes bankrupt, the taxpayers of NY will have to pay

Reasons for Opposition

- UNNECESSARY
 - Nearest existing crossing, the Throgs Neck Bridge is only 20 miles from projected tunnel entrance
 - Second nearest crossing, the Whitestone Bridge, is only 3 miles further away
 - Minimal savings in time vs. high cost of tunnel tolls makes the tunnel an expensive option



Reasons for Opposition

- UNNECESSARY
 - Soon there will not be a need for any road-based crossings
 - Flying cars are already a proven concept
 - Artificial Intelligence, advancing electric vehicle technology, and drone technology make these vehicles a reality *today*
 - Forbes Magazine - March 2018
“Flying Cars Are Here, And The Race To Deliver The First Ones Just Heated Up”
 - CNBC - March 2018
“The world's first flying car you can buy is now taking orders”
 - Miami Herald – April 2018
“One Miami developer is now preparing for flying cars. Dan Kodsi, CEO of Royal Palms Companies and developer of the Paramount Miami World Center complex downtown, says he is retrofitting the Paramount’s roof for a future that includes airborne personal transportation. “It’s not a question of if, but when,” Kodsi said.



United Opposition

Almost all officials representing our area have publicly voiced opposition

- Mayors and Trustees of all north shore villages
- Nassau County Legislator Josh Lafazan
- Nassau County Legislator Delia Deriggi-Whitton
- Town of Oyster Bay Supervisor Joseph Saladino
- NY Assemblyman Michael Montesano
- NY State Senator Carl Marcellino
- Congressman Tom Suozzi

What YOU Should Do – NOW!

- Contact Local Officials Who Have Not Yet Voiced Opposition

Nassau County Executive Laura Curran

Office of the County Executive

1550 Franklin Ave.

Mineola, NY 11501

516-571-3131

Fax: 516-571-0260

NY State Assemblymember, Charles Lavine

1 School Street

Suite 303-B

Glen Cove, NY 11542

516-676-0050

Fax: 516-676-0071

What YOU Should Do – NOW!

- Contact NY Governor Andrew Cuomo

518-474-8390 during office hours: 9:00am to 5:00pm

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224



What YOU Should Do – NOW!

- Contact NY Senator John Flanagan
 - Temporary President of the NY Senate
 - Majority Leader
- Ask him not to support the creation of a LI Sound Tunnel Authority

260 Middle Country Road, Suite 102
Smithtown, NY 11787

Phone: 631-361-2154
Fax: 631-361-5367

Email: flanagan@nysenate.gov



What YOU Should Do – NOW!

- Reach out to friends and family on Long Island
 - *Especially those who think this is a good idea*
- Reach out to friends and family in NY State
 - This only serves downstate interests and drains resources that can be used elsewhere in NY
 - Ultimately can create a significant risk to all NY State taxpayers
- Explain that any crossing is not a good idea, that it is a dangerous and harmful idea
 - *Review reasons for opposition outlined in this presentation*
- This can not be stopped by a NIMBY approach
 - NIBMY = Not In My Back Yard
 - Seen as self-serving and against the interests of people outside of our area

What YOU Should Do – NOW!

- Volunteer to help oppose this project
 - There is a lot of work to be done
 - Please sign the sheets provided tonight, and supply your best contact information
 - This information will NOT be shared with anyone – it is simply so we may contact you when help is needed

Anti-Tunnel Coalition

- Comprised of Civic and Business Leaders from Both Sides of Long Island Sound
- Fundraising
- Advertising
- Public Relations
- Lobbying NY Officials

Anti-Tunnel Coalition

Board of Directors, to date

- Peter J. Janow (Executive Director)
 - Major, US Marine Corps, Retired
 - Program/Project Management specialist and Partner at One Solution Consulting
- Heather Johnson (President)
 - Executive Director at Friends of the Bay
- Bill Bleyer (Vice President)
 - Author of Historical Books about Long Island, Retired Newsday reporter
- John Taylor (Secretary)
 - Former Advertising Agency Owner, Current Trustee for Bayville
- Lisa Ott
 - President, North Shore Land Alliance

Anti-Tunnel Coalition

Board of Directors, to date

- Linda Henninger
 - President, Kings Park Civic Association
- Matthew T Meng
 - President, East Norwich Civic Association, Co-Founder/Secretary, Long Island Environmental Voter Forum; Member, Nassau County Open Space Committee
- Eric Swenson
 - Former Superintendent of Environmental Control (Town of Oyster Bay); Village of Mill Neck Representative to the Oyster Bay / Cold Spring Harbor Protection Committee, Coordinator Hempstead Harbor Protection Committee
- Mark Hopkinson
 - Management Consultant, Business Owner
- Larry Weiss
 - President / CEO, Atlantic Computer Group, Inc.



What Your Village Officials Are Doing

- Creation and support of this committee that presented to you tonight
- Keeping you informed, and asking YOU to get involved
- Contacting the media, locally and throughout NY, making our case
- Coordinating our efforts with officials on the other side of the Sound
- Contacting officials in upstate NY
 - Alerting them to this project, which will drain essential resources from their regions, and potentially expose their constituents to more tax increases
- Lobbying State Senators and Assembly Members to NOT approve the creation of a new tunnel authority
- Coordinating efforts with the Anti-Tunnel Coalition
- Active involvement by the Bayville Environmental Conservation Commission (BECC)



Bayville Environmental Conservation Commission (BECC)

- Went on record and submitted memo to Mayor and Village Trustees expressing opposition to any of the proposed Long Island Sound crossing configurations, based on concerns over:
 - Tunnel air exhaust pollution
 - Dredge spoils transport and disposal
 - Effect on aquifers and water wells
 - Violation of Oyster Bay National Wildlife Refuge provisions
 - Vibration effects on Bayville
- Continue to research and advise Village government on environmental concerns and assist with public hearings
- Carry out statutory duties pursuant to Village Code, including conducting a program of public information



Thank You!

Questions ?

Still More Questions ?

Contact Bayville Trustee John Taylor

516-628-1439
jtaylor@bayvilleny.gov