

1 Proceedings  
2 Metropolitan Area, they rely,  
3 exclusively, on being able to cross  
4 that river, daily, take it for  
5 granted, how we would react, how our  
6 people would deal with having to not  
7 be able to use that bridge, daily,  
8 would be catastrophic.

9 So, I just think that's my  
10 concerns. I feel a new bridge is the  
11 only option. That's it for me.

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12 MR. GORDON: My name is Al  
13 Gordon, 18 Primrose Lane, New City,  
14 New York 10956.

15 I just wanted to remind the  
16 Committee that, in about 1996, the  
17 whole Thruway was supposed to become  
18 part of a Federal Highway System and  
19 that Senator Pat Moynihan had worked  
20 on that and, to date, that's been,  
21 completely, forgotten, which impacts  
22 on local people in that the tolls on  
23 their plans I don't know how to put  
24 it the tolls on their new bridge  
25 plans will be absorbinent and it would

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Proceedings

behoove the Committee to spend some  
time with their Senators and  
Congressmen trying to get federal  
funds to do these kinds of projects  
and not depend on tolls.

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In fact, I go so far as to say I  
think if it was another part of the  
country, the bridge would be free as  
well as Thruway.

That's it.

MR. TUMINO: My name is Thomas

Tumino, [redacted]  
[redacted]  
[redacted]

[address redacted at  
stakeholder request]

I believe that Replacement  
Option 3 and Full Corridor CRT  
Option 4A represent the best plan  
for New York.

Experience has shown that we must  
have the ability to expand our  
transportation avenues for future  
growth or suffer the consequences. If  
past generations had built expandable  
options like Replacement Option 3, we