

1 Proceedings

2 how we live. Although we need a bridge  
3 connecting Rockland and Westchester, there  
4 should be emphasis on public  
5 transportation. There is no logic, in my  
6 view, in building more roads to  
7 accommodate more cars, to build more roads  
8 to accommodate more cars. In the long run  
9 viable public transportation for commuting  
10 is the only rational plan.

11 I would also like to ask all of my  
12 citizens and people in the community, as  
13 the former speaker said, to get involved.

14 Thank you.

15 MR. WAITE: Our next speaker is Thom  
16 Kleiner.

17 MS. FITZGERALD: We'll come right  
18 back. He's just being interviewed.

---

---

19 MR. WAITE: Okay. Ann Marie Smith.

20 TZ-027T MS. SMITH: Thank you and good  
21 afternoon. I'm a Councilwoman in the Town  
22 of Clarkstown, and I'm well aware of  
23 controversy that can arise with a new  
24 project, such as today's subject. The  
25 facility we now meet in certainly had its

1 Proceedings

2 fair share of criticism.

3 The majority of Rockland residents  
4 came to this County with the completion of  
5 the Palisades Parkway and the Tappan Zee  
6 Bridge. And a majority of current  
7 Rockland residents still depend upon those  
8 links to New York City or Westchester for  
9 their income to pay for their mortgages  
10 and local taxes.

11 Commuters are vital to the  
12 well-being of Clarkstown and Rockland, and  
13 have the added burden of spending time and  
14 money on commuting. They should have a  
15 more direct voice in these planning  
16 process. It is wonderful to have  
17 scheduled public meetings and receive  
18 input from those of us who are fortunate 18  
19 enough not to be working in the City or  
20 commuting right now, but we are a limited  
21 number.

22 With the Easypass system now in  
23 place and used so extensively, I would  
24 suggest the MTA and the Thruway Authority  
25 reach out to the daily commuters you have

1

## Proceedings

2

on record and get their input. If you

3

happen to look at the parking lot that's

4

attached to this mall today as you came

5

in, you'd notice it is packed, it is

6

filled, yet none of those people can be

7

here. Commuters are the ones who use the

8

transportation links the most and can

9

probably offer you the most effective

10

contributions towards improved mobility.

11

The more input you can obtain from actual

12

commuters is truly necessary, since they

13

are the ones who pay the price on a daily

14

basis for commuting.

15

So I hope that you would consider

16

reaching out and soliciting all of those

17

people.

18

Thank you.

19

MR. WAITE: Thank you. The next

20

speaker is Thom Kleiner.

21 TZ-028T

MR. KLEINER: Thank you very much.

22

I'm going to speak informally today, if I

23

might, and then supplement what I have to

24

say with written comments before the March

25

deadline. I'm Thom Kleiner, Supervisor of



# TOWN OF CLARKSTOWN

10 MAPLE AVENUE  
NEW CITY, NEW YORK 10956-5099

TZ-029E

ANN MARIE SMITH  
COUNCILWOMAN

TOWN HALL: (914) 639-2056  
HOME: (914) 268-7376

January 15, 2003

NYS Thruway Authority &  
MTA Metro North Railroad  
Tappan Zee Bridge/I-287 Envir. Review  
Scoping Meeting  
West Nyack, NY 10994

Dear Sir/Madam:

As a public official for the Town of Clarkstown, I am well aware of the controversy that can arise when a new project, such as today's subject, is proposed. The facility we are now meeting in was no stranger to criticism.

The majority of Rockland residents came to this county with the completion of the Palisades Parkway and the Tappan Zee Bridge. A majority of current Rockland residents still depend upon those links to New York City or Westchester for their income to pay for their mortgages and local taxes.

Commuters are vital to the well being of Clarkstown and Rockland, and have the added burden of spending time and money on commuting. They should have a more direct voice in this planning process. It is wonderful to have scheduled public meetings and receive input from those of us who are fortunate enough not to be working in the city or commuting right now, but we are a limited number.

With the Easypass system now in place and used so extensively, I would suggest the MTA and Thruway Authority reach out to the daily commuters you have on record and get their input. They are the ones who use these links the most and can probably offer you the most effective contributions towards improved mobility. The more input you can obtain from actual commuters is truly necessary since they are the ones who pay the price on a daily basis for commuting.

Sincerely,

Ann Marie Smith

10