

1 Proceedings  
2 of telephone with two tin cans and a long  
3 wire. You have to walk and look on each  
4 little map, which you can barely see. And  
5 I don't know. Ask this one. Oh, we don't  
6 know yet. So basically we're asked to  
7 sign on to something that nobody knows the  
8 answers. And by March 31st it's going to  
9 be too late. Rockland County is going to  
10 have to wake up or we really have no  
11 excuse. In the Fifties they said it was  
12 crammed down their throats. In 2010 it's  
13 gonna be crammed somewhere else.

14 MR. PLOTCHYK: Next, while James is  
15 making his way to the microphone, we  
16 have -- I'll call on the next three  
17 speakers, please.

18 Joan Schroeder, Jeff Anzevino, and  
19 I believe it's Michael Hogan from South  
20 Nyack.

21 MR. HOGAN: Correct.

22 MR. PLOTCHYK: That's correct.

23 Good.

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TZB-025T 24 MR. CASTAGNA: Thank you. My name  
25 is Jim Castagna. I live in Orangetown,

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2 New York.

3 And I've become very sensitive to  
4 the impact congestion pricing may have on  
5 our community, --

6 MR. PLOTCHYK: Excuse me. I'd ask  
7 you to use that microphone.

8 MR. CASTAGNA: -- as well as to  
9 other communities in Rockland County.

10 Certainly we realize that as  
11 transportation needs increase, roads will  
12 increase in size, more people will depend  
13 upon accessing those roads. And as those  
14 roads become more congested, we need to  
15 move to mass transportation.

16 I'm not comfortable with what that's  
17 gonna do to the environment, but I can't  
18 solve everything.

19 What I wanted to point out tonight  
20 is that I fail to see any comprehensive  
21 plan that addresses how people are going  
22 to reach those buses that are going to  
23 take them across the Bridge. Right now we  
24 have parking situations in local  
25 communities that compete with access to

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2 park land, as well as to local shops and  
3 stores and restaurants. And these cars  
4 sit there all day because they don't have  
5 a better place or an appropriate place to  
6 park.

7 While there is private land  
8 available that can be purchased, at market  
9 prices, the State and Federal Government  
10 needs to take action now to identify  
11 locations that don't threaten local  
12 communities and park land, to purchase  
13 those properties and prepare a  
14 comprehensive park and ride plan that  
15 complements the type of traffic they  
16 expect, including the bus, the use of  
17 buses across the Bridge, so that we don't  
18 threaten our local communities and the  
19 enjoyment we experience while we're at  
20 home and not at work.

21 For all the people who remain at  
22 home when we go off to work in the  
23 City, --

24 MR. PLOTCHYK: You have third  
25 seconds.

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2 MR. CASTAGNA: -- you have to  
3 consider their needs and their access to  
4 local park land and their happiness.

5 What happens is while we're away at  
6 work, little things happen in our  
7 neighborhoods that we don't realize are  
8 happening, and before you know it, a lot  
9 of the things we really enjoy become lost.  
10 And it's not because nobody cares. It's  
11 just because nobody's paying attention  
12 because we're too busy working and raising  
13 our families.

14 What we need to do with projects  
15 like this is emphasize that a park and  
16 ride comprehensive plan needs to be  
17 included in this project to save our  
18 communities from the congestion that we  
19 should expect and that we're probably  
20 going to be experiencing. Certainly we  
21 are experiencing that in Orangetown.

22 Thank you.

23 MR. PLOTCHYK: Thank you, sir.

24 And I'd ask you, if you would use  
25 this microphone. Apparently there's a