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2 MR. KLEINER: That's at 8:00. So it  
3 would be probably between 8:00 and 10:00  
4 on February 3rd.

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5 MR. WAITE: Our next speaker is Bob  
6 Cassara.

7 TZ-048T MR. CASSARA: Good evening, folks.  
8 I'm Bob Cassara. I do not live in  
9 Westchester County. I do not live in  
10 Rockland County. I actually live in Kings  
11 County. Which, for those of you that  
12 don't live Downstate, that's Brooklyn, New  
13 York.

14 The reason that I'm here, I'm -- I'm  
15 with the Gowanus Stakeholder Group. We  
16 are a group that was formed out of a  
17 lawsuit with the New York State DOT  
18 Federal Highway Administration. We  
19 actually have the opposite situation that  
20 you have here. Back in the -- in the late  
21 Eighties, early Nineties a -- the State  
22 determined that the Gowanus Expressway had  
23 deteriorated to the point that it needed  
24 some attention. And what they finally  
25 decided to do, or were going to do in the

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mid-nineties, was to shut down half of that highway and dump the traffic into the local streets for about six years and then the next six years, they were going to do the same thing in the opposite direction. Communities got together and said, no, this is something that you cannot do to us. You will just devastate the community. And I reason I say that this is just the opposite of what we have, because I looked through what NYMTC put out, it was on the web site, and I'd just like to read this to you. This can really -- I'm going to just replace a few words in here and this could apply to us, but I find it interesting what they do here. It says, for structural reasons, instead of Tappan Zee I'll say the Gowanus Expressway, will require a major investment study that will exceed over one billion over the next ten years. In addition, the I-278 Corridor suffers from congestion mobility problems. As the region grows over the next 20 years these

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2 conditions are projected to deteriorate

3 further. This unique opportunity for the

4 authorities and the state and the county

5 governments to explore alternatives will

6 address the regional transportation needs

7 and mobility. Present and future

8 conditions along, and I'll say 278, I-278,

9 and the Gowanus cannot be understood or

10 addressed if defined as a narrow

11 geographical corridor. Population

12 development trends have created new

13 commuting patterns, etcetera, etcetera.

14 Same thing applies to us, but of course

15 they use just the opposite logic. They

16 were going to do a reconstruction of kind,

17 it was only going to be they say seven

18 hundred million dollars, and that it will

19 be okay. They did not want to do an MIS.

20 Over here they want to do it. This is

21 because, as the lady before us indicated,

22 there are other interests involved. In

23 Brooklyn there are no interests involved

24 that -- that -- that they wanted to take

25 into account. So over here it is the

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special interests that are involved, and

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they're willing to undertake an MIS to do

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this to replace the -- the Tappan Zee

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Bridge. We want the Gowanus tunnel -- I

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mean, the Gowanus Expressway, which is a

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viaduct, which carries a lot more traffic

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than what you have right here, about

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175,000 cars a day over, to be replaced

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with a tunnel, state-of-the-art tunnel,

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that would eliminate pollution and would

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be a boom to the area, but it does not

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have the constituency that you have up

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here. So I applaud the lady before that

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sees right through what's going on, and

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all I can say is good luck.

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Thank you.

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MR. WAITE: In the absence of

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further speakers, if you're still

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interested in project materials, we can

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move across the hall until we get anybody

22

else on the sign up sheet.

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Okay. We're ready to reconvene. We

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have some additional speakers who would

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like to address the group, so I'm going to