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THE NEW SOLID WASTE MANAGEMENT PLAN
PUBLIC SCOPING MEETING
FOR THE PROPOSED WEST 59TH STREET
MARINE TRANSFER STATION
HELD AT: WEST SIDE YMCA
New York, New York
June 21st, 2004, 5:56 p.m.

Reported by: MARC RUSSO
Job#: 161261

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 2 A p p e a r a n c e s:
 3
 4 HARRY SZARPANSKI, P.E., Assistant Commis-
 sioner,
 5 DEPARTMENT OF SANITATION, 44 Beaver Street,
 12th
 6 floor, New York, New York 10004
 7
 8 WALTER CZWARTACKY, DEPARTMENT OF SANITATION
 9
 10 VAUGHAN F. ARNOLD, DEPARTMENT OF SANITATION
 11
 12 SARAH DOLINAR, DEPARTMENT OF SANITATION
 13
 14 ALSO PRESENT: DEXTER MAITLAND, JORGE FREIRE,
 15 Spanish Interpreters
 16
 17
 18
 19
 20
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 22
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 25

1
 2 MR. SZARPANSKI: Good evening,
 3 my name is Harry Szarpanski and I'm
 4 assistant commission for long term
 5 export with the Bureau, with the Bureau
 6 of Long Term Export at the New York
 7 City Department of Sanitation.
 8 I welcome the opportunity to
 9 appear before you tonight. I'm joined
 10 by members of my staff, Sarah Dolinar,
 11 Vaughan Arnold, Walter Czwartacky, and
 12 we have representatives from our
 13 consultants, HDR here; HDR is
 14 responsible for doing the environmental
 15 review.
 16 As you may know, the Department
 17 of Sanitation is preparing a new
 18 comprehensive solid waste management
 19 plan for the City to replace the plan
 20 that will expire in October of this
 21 year.
 22 This new solid waste management
 23 plan, or as we refer to it as the new
 24 SWMP, will plan for the management of
 25 all solid waste generated in the City

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 2 PUBLIC SPEAKERS: PAGE:
 3 Hope Cohen 17
 4 Andrew Albert 20
 5 Michael Gerrard 26
 6 Batya Lewton 30
 7 Krishn Dionne 31
 8 Steve Strauss 34
 9 Pam Frederick 39
 10 Vincent McGowan 47
 11 Norma Ramos 50
 12 Frank Eadie 55
 13 Rick Muller 60
 14 Yolande Cadore 66
 15
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1
 2 over the next 20 years.
 3 We expect to issue draft of the
 4 new SWMP in September; it will need to
 5 be approved by the City Council and by
 6 the State. The new SWMP will be
 7 supported by an environmental impact
 8 statement.
 9 The new SWMP will rely on
 10 current programs to recycle, compost
 11 and prevent or reuse waste. A key
 12 element, a key component of the new
 13 SWMP is the long term export of solid
 14 waste managed by the Department of
 15 Sanitation through the state-of-the-art
 16 marine transfer station facilities that
 17 are proposed to be built at the City's
 18 eight existing marine transfer stations
 19 in Brooklyn, Manhattan, Queens and the
 20 Bronx.
 21 These facilities will
 22 containerize waste and transport it by
 23 barge for disposal. The West 59th
 24 Street converted MTS will containerize
 25 the waste from the same Manhattan

1
2 community districts as in the past, and
3 those are Manhattan CDs 1 through 4, 6
4 and 7.

5 Staten Island waste will be
6 exported from a facility that is now
7 under construction in Staten Island.
8 This program to build new marine
9 transfer stations is called the MTS
10 conversion program.

11 We are here tonight to hear
12 your comments on the proposed West 59th
13 Street converted marine transfer
14 station and the proposed actions,
15 including the MTS conversion program
16 and alternatives that were outlined in
17 the draft scoping document we issued on
18 May 17th.

19 The draft scoping document was
20 mailed to all of the elected officials
21 and community boards and to our
22 regulators, and was placed on the
23 Department's website and in public
24 repositories in your community and in
25 nine other communities that are the

1
2 will have the opportunity to speak
3 first. Because we're interested in
4 making a complete record of your
5 comments, please state your name
6 clearly and slowly for the
7 stenographer.

8 So we can hear everyone who
9 wants to speak tonight, we ask you that
10 you keep your statements to three
11 minutes. If you do not wish to speak,
12 but would like to provide us with
13 written comments, please complete one
14 of the comment cards we've provided for
15 your use.

16 Thank you for coming out
17 tonight and I'll begin my short
18 presentation.

19 (Showing slides) There are
20 three major solid waste management plan
21 initiatives: The long term export of
22 waste, new recycling facilities within
23 the City of New York and the plan will
24 also address commercial waste.

25 In order for us to receive

1
2 proposed sites for the new marine
3 transfer stations or for alternatives.

4 My comments tonight will be
5 brief. I will make a short power point
6 presentation before the public portion
7 of the meeting begins. Copies of my
8 statement and presentation will be
9 available at the end of the meeting.
10 And as I mentioned, headsets are
11 available at the front desk for those
12 who require Spanish translation.

13 The real focus of this public
14 meeting will be your comments on issues
15 and potential impacts that will be
16 evaluated in the environmental review
17 of the marine transfer station or
18 alternatives.

19 If you plan to make a statement
20 for the record, please make sure you
21 take a moment to complete a speaker
22 sign up sheet; you will be assigned a
23 number and I will call your name when
24 it's your turn to speak.

25 Note that elected officials

1
2 comments on the scoping document, we
3 will accept them verbally tonight if
4 you fill out the speaker registration
5 card; there is also a comment sheet you
6 can fill out.

7 You can submit a written
8 statement or you can mail comments to
9 me at the address listed up there and
10 it will be in the package that you can
11 pick up after the presentation, and we
12 would like that mailed to us no later
13 than July 9th or you can mail those
14 comments to our consultants, Ecology
15 and Environment.

16 The EIS review will be
17 conducted for the proposed action which
18 is the marine transfer station
19 conversion program and for the
20 alternatives, and the alternatives that
21 will be evaluated include, rail slash
22 barge export of waste from private
23 transfer stations in the Bronx,
24 Brooklyn and Queens; rehabilitating the
25 existing marine transfer stations to

1
2 barge waste to an out-of-city unloading
3 facility and deliver waste in
4 collection vehicles or barges to an
5 out-of-city waste disposal facility.

6 This map shows where the
7 existing marine transfer stations are
8 and sites of some of the alternatives
9 that are going to be evaluated as part
10 of this effort.

11 The three marine transfer
12 stations in Manhattan are the West
13 135th Street MTS, the West 59th Street
14 MTS and the East 91st Street MTS.

15 There's a total of three marine
16 transfer stations in Manhattan, three
17 in Brooklyn, one in Queens, one in the
18 Bronx, and as part of the evaluation,
19 we will also look at reactivating the
20 old 52nd Street Barge staging area in
21 Brooklyn.

22 The objectives of the program
23 are export waste by barge and/or rail,
24 reduce the in-city transfer trailer
25 traffic, utilize more economical

1
2 placed into three slots on a floor
3 where containers will sit under those
4 openings and the excavator that picks
5 up the waste will place the waste and
6 tap the waste into the containers.

7 Those containers will then be
8 lidded, and this all still occurs
9 within the enclosed building. Once the
10 containers are lidded, the containers
11 will slide outside to the open area
12 where a container gantry crane will
13 pick up the containers and place them
14 onto a barge.

15 The odor control system that
16 we're designing will contain a
17 ventilation system that will prevent
18 air from escaping the building while
19 the doors are open. The doors are also
20 rapid roll-up doors which means they'll
21 be open for less time.

22 There's also going to be an
23 interior water misting system inside
24 the building to reduce the exhaust
25 dust. There's going to be a

1
2 disposal capacity, and provide more
3 transport and disposal options.

4 This slide indicates the
5 various community districts that are
6 going to be served by the three
7 converted marine transfer stations in
8 Manhattan.

9 This is a typical cross-section
10 of the converted marine transfer
11 station at West 59th Street. It's
12 worth mentioning that it's different in
13 design than all the other marine
14 transfer stations simply based on the
15 property that the Department controls.
16 It happens to be a long pier, whereas
17 the other facilities are, have property
18 that's more rectangular, more square.

19 Trucks will be coming up a ramp
20 to the tipping floor area, they'll back
21 up and dump waste into a storage area;
22 front-end loaders will push the waste
23 and the waste will then be picked up.
24 If we can go to the next slide.

25 Waste will be picked up and

1
2 state-of-the-art odor control system
3 that will, rather than mask the odors,
4 will neutralize the odors before
5 they're exhausted into the area so that
6 there will be no detectable odors at
7 sensitive receptors around the
8 facility.

9 This is just a map showing the
10 location of the converted 59th Street
11 MTS. It shows in red dots where the
12 DOT trucks routes are and the nearest
13 sensitive receptor which is this
14 residence.

15 Because we are redesigning the
16 facility to minimize outdoor truck
17 queuing, there will be no truck queuing
18 on the street, it will all happen
19 within the enclosed building and that's
20 being accomplished by having access
21 ramps there that are longer and the
22 design of those ramps is such that the
23 trucks can be queued on the ramp as
24 opposed to our previous marine transfer
25 stations where our trucks had to be off

1
 2 the ramp on the street in order to
 3 queue.
 4 This facility can accommodate
 5 ten collection vehicles on site. And
 6 inside the facility there are tipping
 7 bays for six trucks.
 8 This shows how the new
 9 facility's footprint is going to be
 10 with respect to the existing facility
 11 that's going to be demolished; if you
 12 can see the red dotted line, that's
 13 where the existing facility is and you
 14 can see a slightly larger footprint for
 15 the new proposed facility.
 16 The containers that will carry
 17 waste will be specially, are
 18 specially-designed intermodal
 19 containers. They have leak-proof
 20 seals, and as I mentioned before,
 21 they'll be lidded inside the building
 22 before they are taken out and loaded
 23 onto flatbed barges so no waste will be
 24 exposed outside of the building.
 25 This is a photograph of a

1
 2 typical type of a gantry crane that
 3 lifts the containers, and will lift
 4 them and place them onto the barge.
 5 And this is a view from the land side.
 6 The alternatives that we're
 7 looking at for this MTS conversion are
 8 the following: Rehabilitate some or
 9 all of the existing MTSs to barge waste
 10 to an out-of-city unloading facility;
 11 the use of East 91st Street and West
 12 59th Street or a new MTS at Gansevoort
 13 as a receiving facility for recyclables
 14 collected in Manhattan to be delivered
 15 by barge to an in-city recycling
 16 processing facility, and delivery of
 17 Manhattan waste in Department
 18 collection vehicles to an out-of-city
 19 waste-to-energy facility.
 20 This is a timeline, anticipated
 21 timeline of the events coming up which
 22 will allow people to have involvement
 23 in the process. We're right now
 24 conducting these ten public scoping
 25 meetings, this happens to be the third

1
 2 of ten and they will run through July
 3 1st.
 4 We're asking for comments on
 5 the scoping document by July 9th by
 6 mail or if you wait 'till July 11th,
 7 you can still fax those comments in.
 8 We then plan to issue a final
 9 scoping document on or about July 14th.
 10 There will be a draft EIS issued
 11 roughly in beginning of August and then
 12 we anticipate that the state DEC will
 13 hold its part 360 Hearings, these are
 14 the solid waste permit hearings and
 15 they'll be combined with the draft EIS
 16 hearings between September 8th and the
 17 28th.
 18 The City Council will get a
 19 draft of the new solid waste management
 20 plan in early September and we
 21 anticipate that the council will hold
 22 hearings on the draft SWMP some time
 23 during the month of September.
 24 Comments on the draft EIS will
 25 be received between August 6th and

1
 2 October 8th and October 8th being the
 3 closed date for comments. The
 4 publication of the final EIS is
 5 expected to be December 9th.
 6 We've established a toll-free
 7 hotline for people to call in with any
 8 comments they have and the number as
 9 you see is 888-NYC-SWMP.
 10 We've also placed many of the,
 11 most of the documents in public
 12 repositories throughout the ten
 13 communities. And that ends my
 14 presentation.
 15 And one more point, the
 16 existing 59th Street marine transfer
 17 station right now receives paper for
 18 recycling, and those -- the paper goes
 19 by barge to a Visy recycling facility
 20 on Staten Island. As part of this MTS
 21 conversion program, there will still be
 22 room for a barge for paper that will be
 23 again delivered to the Visy facility by
 24 barge.
 25 I'll now call the first

1
 2 speaker, Hope Cohen.
 3 **MS. HOPE COHEN:** Thank you.
 4 The preparation of a new solid waste
 5 management plan of the City New York
 6 offers an important and exciting
 7 opportunity to decide what kind of
 8 environment and infrastructure we want
 9 to have in the next two decades beyond.
 10 Unfortunately, the SWMP as
 11 currently envisioned by the draft
 12 scoping document for the DEIS, provides
 13 essentially minor adjustments to our
 14 current approach to solid waste
 15 management.
 16 Fundamentally, this document
 17 assumes A, that New York City will
 18 continue to draw a distinction between
 19 residential and commercial waste, even
 20 though the real challenge to
 21 environmental -- to environmental
 22 infrastructure is the total production
 23 of indisposable solid waste, and B,
 24 that residential waste will be
 25 transported out of city and the only

1
 2 real questions are from where in the
 3 City and in what manner?
 4 Thus, the scope of the DEIS
 5 needs to be broadened to consider A,
 6 reduction of the total waste stream
 7 that is both residential and commercial
 8 by means of conservation, reuse,
 9 recycling and innovative technologies
 10 and B, alternatives to extra
 11 transporting of a reduced waste stream.
 12 In particular, the DEIS should
 13 explore the possibility of constructing
 14 local waste-to-energy transformation
 15 facilities throughout the City. Modern
 16 waste-to-energy transformation policies
 17 offer clean and efficient means of
 18 solving two major infrastructure
 19 challenges at once: A, reducing the
 20 quantity of solid waste that must be
 21 transported throughout and outside the
 22 City and the environmental and cost
 23 problems associated with such
 24 transport, and B, increasing local
 25 generation of electricity, demand for

1
 2 which is steadily growing without
 3 increasing our demand for fossil fuels
 4 or nuclear power, both of which come
 5 with many additional problems of their
 6 own.
 7 Please do not waste this unique
 8 opportunity to develop a holistic and
 9 innovative approach to the system
 10 essential to the habitability of our
 11 City.
 12 **MR. SZARPANSKI:** Thank you for
 13 your comments. Our next speaker is
 14 Andrew Albert.
 15 **MR. ANDREW ALBERT:** Good
 16 evening, my name is Andrew Albert, I'm
 17 the chairperson of Community Board
 18 Seven's Transportation Committee. The
 19 following comments that I'm going to
 20 read to you represent collaborative
 21 work of CB7's Transportation, Parks and
 22 Health Committee.
 23 "The question of what to do
 24 with waste has plagued the City of New
 25 York for years culminating in the

1
 2 famous garbage episode when a barge
 3 laden with New York's garbage cruised
 4 the East Coast trying to find a port in
 5 which to land.
 6 Since then, we've made strides
 7 in certain areas culminating in the
 8 closure of the Freshkills Landfill
 9 which was a bane in Staten Islander's
 10 existence for many years.
 11 As many communities throughout
 12 the City have refused to allow the
 13 burning of trash in their
 14 neighborhoods, the question remains,
 15 what should we do with our trash and
 16 where should it go?
 17 Community Board Seven which
 18 sits astride one of the marine transfer
 19 stations, the one we're talking about
 20 tonight, has many questions and
 21 concerns about the proposed change in
 22 the usage of the West 59th MTS.
 23 Leading off our concerns is the
 24 fact that in the description of the
 25 area surrounding the 59th Street MTS,

1
 2 no mention is made of the fact that it
 3 is in the Hudson River Park and at the
 4 boarder of Riverside Park South.
 5 As the Hudson River has gotten
 6 cleaner in recent years, many
 7 recreational activities have begun to
 8 spring up, notably kayaking and
 9 swimming. Yet, no mention is made of
 10 this. Additionally, although the area
 11 is currently zoned industrial and
 12 manufacturing, as you point out, many
 13 new residential developments are
 14 already planned with more on the
 15 drawing boards, virtually no mention is
 16 made of these plans either.
 17 So the logical first questions
 18 we have are one, when was this document
 19 drawn up? Is it still current? Is it
 20 even still relevant?
 21 Two, what will be the effect of
 22 this new usage on the water quality
 23 surrounding the facility?
 24 Three, what effect will the
 25 presence of waste in large quantities

1
 2 alternate routes or will they have to
 3 use routes on your maps? How will
 4 they impact the already saturated
 5 streets such as West End and Amsterdam
 6 Avenue? What kind of additional wear
 7 and tear on these streets is expected?
 8 Seven, will the trucks make any
 9 effort to avoid strictly residential
 10 areas?
 11 Eight, how many trucks per day
 12 are expected?
 13 Nine, the DOT studies showing
 14 traffic counts as a result of the
 15 closing of the 72nd Street off ramp of
 16 the Henry Hudson Parkway do not take
 17 into account these additional trucks
 18 that will be generated by this
 19 facility. Will those studies then for
 20 that be revisited?
 21 Ten, have any studies been done
 22 on whether this kind of facility is an
 23 efficient way of disposing of waste
 24 versus other methods of waste disposal?
 25 Additionally, have any studies been

1
 2 and the smell generated, have on the
 3 part and its usage by the public?
 4 Four, sites adjacent to the
 5 59th Street MTS are converting into
 6 public use; the Con Ed site is going to
 7 convert to a public pier in the next
 8 year, what will be the effect on the
 9 conversion of these areas to these
 10 public usages if there's a smelly
 11 facility next to it? Will the public
 12 even want to visit a park with an odor
 13 and tons of trucks converging there on
 14 a daily basis.
 15 Five, what kind of noise will
 16 be generated by all the trucks, by the
 17 compacting units? Since this is to be
 18 a 24-hour facility, will any safeguards
 19 to noise be instituted?
 20 Six, I'm trying to get through
 21 these as quickly as I can, what routes
 22 will the trucks be using coming to and
 23 from the facility? We've seen the
 24 maps, but if traffic prevents these
 25 routes from being used, will they use

1
 2 done on the production of energy
 3 produced from waste disposal?
 4 Eleven, is the energy expended
 5 in the compacting and shipping
 6 processes an efficient use of energy
 7 and materials?
 8 Twelve, what will be the impact
 9 on air qualities surrounding the
 10 facility? Will testing be done and if
 11 so, how frequently?
 12 Thirteen, what effect will the
 13 frequent barges have on the developing
 14 wetlands along the river? Will there
 15 be discharges of any sort into the
 16 river and if so, how frequently? Will
 17 the river be monitored for cleanliness
 18 and abundance of wildlife?
 19 Fourteen, will the facility be
 20 subject to the City's DEP codes for
 21 noise and pollution or as a City
 22 facility, will inspectors look the
 23 other way on violations?
 24 We had more questions, but
 25 we're also submitting a series of

1
2 detailed comments that relate directly
3 to the scoping document and I'm not
4 going to take up more time tonight so I
5 will just submit those to you and thank
6 you for listening.

7 **MR. SZARPANSKI:** Thank you.

8 **MR. ANDREW ALBERT:** Sure.

9 **MR. SZARPANSKI:** Our next
10 speaker is Michael Gerrard.

11 **MR. MICHAEL GERRARD:** My name
12 is Michael Gerrard, I'm an
13 environmental attorney with the law
14 firm of Arnold and Porter and I'm
15 appearing on behalf of the Durst
16 Organization which is currently
17 building an apartment building called
18 the Helena on the block bounded by 57th
19 Street and 58th Street and 11th and
20 12th Avenues.

21 The Helena will have
22 approximately 500 units and will open
23 in early 2005. This block was formerly
24 used for manufacturing, it was formerly
25 zoned for manufacturing but a rezoning

1
2 in 2001 allowed residential uses.

3 Thus, the Durst Organization
4 has great interest in the proposed
5 marine transfer station at West 59th
6 Street.

7 We will be submitting detailed
8 written comments before the July 11th
9 deadline. I'm appearing today just to
10 make these few points in the short time
11 available.

12 First, the review process for
13 the new solid waste management should
14 not be separated from that for the
15 Department of Sanitation's proposed
16 siting regulations for transfer
17 stations which are to undergo a public
18 hearing one week from today. They are
19 too intertwined to be segmented in this
20 fashion.

21 Second, the EIS should consider
22 all feasible measures to reduce the
23 environmental impact of the proposed
24 transfer station and Sanitation should
25 adopt all that are practicable as

1
2 required by SEQRA. Much recent work
3 has focused on identifying such
4 measures; for example, the
5 Environmental Performance Commitments
6 and Sustainable Design Guidelines that
7 have been developed in conjunction with
8 the reconstruction of the World Trade
9 Center Site, should be adopted for use
10 at these facilities.

11 The recommendations of the U.S.
12 Environmental Protection Agency's book,
13 Waste Transfer Stations, their manual
14 for decision-making, June 2002 should
15 be considered.

16 The recommendations of the
17 National Environmental Justice Advisory
18 Council has March 2000 report, a
19 regulatory strategy for siting and
20 operating waste transfer station should
21 also be considered.

22 My third comment is that for
23 the proposed 59th Street MTS,
24 particular attention should be paid to
25 the truck traffic circulation and

1
2 queuing patterns to make sure that they
3 do not adversely effect the local
4 streets.

5 The City should pay close
6 attention to the final environmental
7 impact statement for the West 57th
8 Street re-zoning that was accepted by
9 the New York City Planning Commission
10 as the head agency on March 16, 2001.

11 Fourth, the EIS should include
12 an up-to-date discussion of the status
13 of waste minimization recycling efforts
14 and the extent to which the quantity of
15 solid waste that requires transfer to
16 be reduced.

17 Fifth, the EIS should carefully
18 study the ecological effects of the
19 shadows over the Hudson River that will
20 be created by the construction and
21 operation of the marine transfer
22 station and the effects of waste
23 dropping or blowing into the river.

24 And finally, the hazardous
25 constituencies of New York City

1
2 municipal solid waste should be fully
3 characterized and their effects at or
4 around the transfer station should be
5 analyzed. We look forward to
6 continuing to participate actively as
7 this siting process proceeds. Thank
8 you.

9 **MR. SZARPANSKI:** Thank you.
10 Our next speaker is Batya Lewton.

11 **MS. BATYA LEWTON:** I'm Batya
12 Lewton, Coalition for The Upper West
13 Side. Really, just two issues, you
14 refer to this as a state-of-the-art
15 facility, has one been built? Where is
16 it? How long has it been operational
17 and what are the reports on it?

18 An two, I'm very concerned on
19 the traffic section, pages 68 to 69,
20 the language seems to indicate that if
21 there are less than 50 vehicles, you
22 may not have to actually do a full
23 traffic study and what we're asking is
24 no matter what the traffic count is,
25 that a full traffic study be done.

1
2 Thank you.

3 **MR. SZARPANSKI:** Thank you.
4 The next speaker is Krishn Dionne. Did
5 I get close?

6 **MS. KRISHN DIONNE:** Yes, that's
7 good. Thanks, my name is Krishn
8 Dionne, I'm a member of Community Board
9 Four, but I'm here as cochair of
10 Friends of Clinton Clove.

11 Friends of Clinton Clove is a
12 grassroots community organization whose
13 goal is to raise awareness and
14 community involvement in the planning
15 of the Clinton Clove section of Hudson
16 River Park.

17 We share the Department of
18 Sanitation's concern for the need for
19 cost-effective
20 environmentally-responsible,
21 responsible management plan to take
22 care of the overwhelming amount of
23 solid waste generated throughout the
24 city.

25 We are concerned however, that

1
2 this draft scope document does not
3 appreciate the full impact of this
4 facility on area residents, park-users,
5 and commercial tenants.

6 This draft scope document does
7 not consider how this facility will
8 impact large-scale developments in this
9 area and also underestimates the
10 residential uses in the area and does
11 not acknowledge key projects that are
12 changing the nature of the surrounding
13 neighborhood.

14 We are very disturbed that the
15 document include no mention of Pier
16 99's location within the boundaries of
17 the Hudson River Park, nor does it
18 include the bikeway/walkway which runs
19 immediately east of the site connecting
20 Hudson River Park to Riverside Park
21 South.

22 This scope must include the
23 analysis of the impact, impacts of a
24 converted MTS will have on the
25 surrounding park use. This scope

1
2 describes the West Side Highway as
3 quote, a buffer between the heavy
4 industrial uses associated with the
5 Hudson River waterfront in this section
6 of Manhattan.

7 This is no longer an accurate
8 description of the waterfront in this
9 area. The scope must address the
10 following questions: How will this
11 facility impact the Clinton Clove
12 Section of Hudson River Park which is
13 the section between Piers 94 and 97.
14 This section is currently under
15 construction and will be completed in
16 2005 in the spring.

17 Two, how will this use
18 interfere with the heavily-used
19 bike/walkway connecting the Hudson
20 River Park to Riverside Park South?
21 How will this facility impact the
22 future use of Pier 97?

23 As you know, Pier 97 is
24 currently occupied by the Department of
25 Sanitation in violation of the Hudson

1
2 River Park Act for vehicle parking and
3 storage operations.

4 This pier is already designed
5 parkland and will be heavily used as a
6 children's playground and for active
7 and passive recreation once
8 construction begins. And also, how
9 will the increased traffic affect
10 access for people to get to the park?

11 Throughout the scope, all
12 considerations of traffic, air quality
13 and noise shadows and land use and
14 water quality for every site must be
15 considered in the context of the
16 surrounding community.

17 In the case of the 59th Street
18 MTS, this includes existing and planned
19 park uses in addition to residential
20 and commercial development. We ask the
21 Department of Sanitation to redefine
22 its description of the 59th Street MTS
23 site and the surrounding area. Thank
24 you.

25 **MR. SZARPANSKI:** Thank you.

1
2 thanks.

3 My name is Steve Strauss, I am
4 a relatively new member of Community
5 Board Seven, but fairly active in
6 community and public policy issues for
7 the last 20 years or so years of the
8 West Side. And I'm coming at this from
9 a little bit different approach perhaps
10 from some of my colleagues, but my
11 concern is the lack of public policy
12 consideration on how we site
13 undesirable, but necessary public
14 services in a 24-hour, seven-day-a-week
15 city like New York.

16 My previous experience in this
17 was a similar type undesirable activity
18 called bus depots, not to mention like
19 sanitation waste transfer facilities,
20 no one likes them, but everyone likes
21 to have their garbage picked up,
22 everyone likes to have their bus
23 service running in their borough.

24 So, what I would like the EIS
25 to at least talk about a little bit is

1
2 Steve Strauss.

3 **MR. STEVE STRAUSS:** Hi, before
4 I start, I was just wondering if the
5 Assistant Commissioner could clarify
6 something: In the oral remarks, you
7 said that waste from community board or
8 Community District Six would, I don't
9 know if they are coterminous with
10 community board districts or these are
11 separate Sanitation districts, but you
12 mentioned Community District 6 in the
13 oral presentation and the written
14 material does not include 6 so, could
15 you clarify that for the record?

16 **MR. SZARPANSKI:** They are
17 coterminous and I think 6 is one of the
18 districts that had been going to this
19 part of the watershed when we first ran
20 59th Street MTS.

21 **MR. STEVE STRAUSS:** So you may
22 want to correct fact sheet number
23 three.

24 **MR. SZARPANSKI:** Thank you.

25 **MR. STEVE STRAUSS:** Okay,

1
2 how in a functioning city do we carve
3 out zones where we could have these
4 facilities and how do we locate them?
5 They should be -- there should be an
6 equitable distribution of these
7 facilities around the City and I think
8 that the Department of Sanitation has
9 made some effort to do that by putting
10 a couple in each borough.

11 The other related aspect is how
12 do we develop buffer zones between
13 residential development and these
14 undesirable, but necessary facilities?

15 Where was the Department of
16 Sanitation in the last five or six
17 years when the City Planning was
18 rezoning and allowing residential to
19 encroach on your existing facility.

20 I would hope that you would
21 think about some of these issues in the
22 EIS and as a broader public policy
23 issue that we should all be thinking
24 about.

25 I would argue that given its

1
 2 current use and continuing use and
 3 present transfer, this is probably a
 4 good place to keep it. And also by the
 5 fact that it has not yet been engulfed
 6 by a residential as so many other
 7 locations are in Manhattan.

8 And then lastly, I'd like to
 9 turn a little bit to the broader aspect
 10 of the plan and that's the, what I call
 11 woefully inadequate Department of
 12 Sanitation program on recycling and
 13 waste reduction in New York City.

14 How come we never see the New
 15 York City Department of Sanitation in
 16 Albany advocating or
 17 legislation-promoting the use of
 18 recyclable materials? Advocating for
 19 expansion of the Bottle Bill to include
 20 bottled water, liquor -- and liquor
 21 containers; an incentive for
 22 manufacturers to use recyclable
 23 plastics.

24 How come we never see the City
 25 of New York supporting legislation to

1
 2 Parks Committee, but I'm not really
 3 speaking on behalf of the board quite
 4 yet, just the committee because our
 5 board will pass this letter, our
 6 proposed letter from the committee on
 7 July 7th.

8 We are a little concerned about
 9 your three-day turnaround from when you
 10 last faxed comments are due from when
 11 you'll have a revised DEIS; is that
 12 enough time? I mean, are we -- we're
 13 concerned about that, just from the
 14 schedule you just put up.

15 **MR. SZARPANSKI:** We're hoping
 16 to get comments from people before that
 17 deadline.

18 **MS. PAM FREDERICK:** We'll get,
 19 try to get RC on the 8th, but just so
 20 it's not in vain.

21 The board, the committee at
 22 least and the discussions that have
 23 taken place were not obstructionist in
 24 terms of this facility in any way and
 25 we're supportive of the idea of

1
 2 require manufacturers to identify the
 3 type of plastic used in their products
 4 so then we would know which products to
 5 buy from -- that are in recyclable
 6 plastic containers and which are not?

7 I would like to also urge the
 8 City to promote source separation
 9 recycling at large traffic generators
 10 such as commuter terminals, large
 11 parks, baseball stadiums and street
 12 fares.

13 City should also be expanding
 14 its programs for collection of yard
 15 waste and provide for more composting
 16 opportunities. So I hope all of these
 17 waste reduction and recycling-type
 18 things will be included as part of the
 19 entire plan. Thanks.

20 **MR. SZARPANSKI:** Thank you for
 21 your comments. Our next speaker is Pam
 22 Frederick.

23 **MS. PAM FREDERICK:** Hi, I'm Pam
 24 Frederick, I'm the co-chair of
 25 Community Board Four's Waterfront and

1
 2 scattering the City's garbage disposal
 3 throughout the City more than the way
 4 it's working right now.

5 However, we do feel it's a
 6 little all-for-one, one-for-all with
 7 the other two sites that you're
 8 proposing and we'd like to be sure that
 9 this alternative is an alter -- is
 10 considered as a whole with 135th and
 11 91st, in other words, that there would
 12 never be a chance that just one of
 13 those sites would be an alternative for
 14 the whole city.

15 The -- but our greatest concern
 16 to date in looking at the DEIS and what
 17 we hope will be reflected in its
 18 revision, the perception of the
 19 community and this particular area.

20 One statement especially, the
 21 West Side Highway creates a buffer
 22 between the heavy industrial uses
 23 associated with the Hudson River
 24 Waterfront in this section of
 25 Manhattan, was a little alarming since,

1
 2 as you know, Pier 99 is in the Hudson
 3 River Park, it's part of the Hudson
 4 River Park by State legislation and
 5 it's been brought up by a couple of
 6 speakers tonight. And your -- the edge
 7 of the pier is actually the borderline
 8 for Riverside South.

9 So we don't think of this as
 10 industrial waterfront anymore, the
 11 passenger ship terminals are also about
 12 to go undergo a gazillion-dollar
 13 renovation which we hope will create a
 14 lot more public access to that area.

15 As was mentioned, Pier 97,
 16 right on the other side of the Con Ed
 17 Pier is going to be completely public
 18 access as soon as your trucks move
 19 across the street, etc.

20 Riverside Park South is being
 21 built as we speak. So that's a main
 22 concern of ours that the scoping
 23 document reflect what's actually here.

24 As far as the traffic concerns
 25 go, we're glad to see that you are

1
 2 (indicating) their action done.
 3 And one concern and that,
 4 you'll get all this from us in writing,
 5 but the scoping should probably
 6 consider the relocation of the highway
 7 which you -- there are a lot of people
 8 actively trying to move the Miller
 9 Highway and that will greatly affect
 10 your facility and access to it I'm
 11 sure.

12 So, back to the parkland, we
 13 haven't -- maybe we haven't looked
 14 through the stack of paper quite
 15 carefully, but we would like to see
 16 another image of the footprint if we
 17 could get that at the board office and
 18 the board will be greatly interested in
 19 how the building is designed and how
 20 much more waterfront it takes up and
 21 then the scoping document should keep
 22 in mind that any expansion of the
 23 footprint, should it come out of the
 24 parkland's Army Corp of Engineers
 25 permit, that you should -- it should

1
 2 planning to do queuing on site but we
 3 wanted to make sure, as was brought up
 4 by other speakers, that your -- that
 5 your peak number of trucks can be
 6 accommodated by this site.

7 So you said you can accommodate
 8 ten trucks on site but I think your
 9 peak number of trucks is one hour is
 10 20-something trucks so that's -- that
 11 would have been -- my point would have
 12 been queuing on site, but since you're
 13 already accommodating it, I hope that
 14 the scoping carefully studies whether
 15 that can actually be carried off.

16 We'd also like the scoping
 17 document to consider a flyway, a way
 18 for the trucks to completely bypass
 19 ground level pedestrians, the
 20 bikeway/walkway, as you know, is a
 21 dominant use of the waterfront these
 22 days and it's come up, so some sort of
 23 flyway that would let them go right
 24 into your second level which is, I'm
 25 pretty sure is where they get all

1
 2 assimilate -- assimilate to some other
 3 permitting process, but we want every
 4 piece of permitted coverage on the
 5 Hudson River for the Hudson River Park.
 6 And I know you will be covering more
 7 river so.

8 In addition, also the scoping
 9 document should study impacts on Dewitt
 10 Clinton Park which is across the street
 11 at 55th Street. The most -- northern
 12 most corner of it is 55th Street and
 13 the board is now trying to get a
 14 footbridge to the Hudson River Park at
 15 that corner so have your trucks access
 16 to the to making and the activity going
 17 on there will have I think a great
 18 effect on the pedestrian access to the
 19 park.

20 Oh, and one large point about
 21 your traffic studies that we hope,
 22 we've certainly seen in our time, EISS
 23 that do not study traffic at peak
 24 times, that study the traffic at
 25 nonpeak times and it's critical

1
 2 obviously if you study at the peak
 3 times.
 4 As came up before, the scoping
 5 document really has completely
 6 underestimated the residential and
 7 commercial population of the area and
 8 just to list a few, you've got
 9 residential projects on 11th Avenue in
 10 the 50s, the two towers for Durst, a
 11 commercial and a residential tower that
 12 is environmental were already
 13 mentioned.

14 There are two residential
 15 towers on 59th Street between 10th and
 16 11th and several low-rise residential
 17 buildings between 10th and 11th,
 18 between 56th and 60th Street as well as
 19 the Amsterdam houses which is not
 20 mentioned in the scoping document to
 21 date.

22 We have the unconvention center
 23 which is not a permanent use of Pier
 24 94, but creates an enormous amount of
 25 traffic which must be included in the

1
 2 scoping document as well as the 59th
 3 Street Rec Center which is a City
 4 recreation center run by the Parks
 5 Department between 10th and 11th and a
 6 prime recreational hub for especially
 7 low-income residents of the area.

8 I think really you'll get the
 9 most of the rest of it from us in
 10 writing and thank you for your time.

11 **MR. SZARPANSKI:** Thank you.
 12 Next speaker is Hope Cohen.

13 **MS. HOPE COHEN:** I already
 14 went.

15 **MR. SZARPANSKI:** Oh, sorry.
 16 Vincent McGowan.

17 **MR. VINCENT MCGOWAN:** Thanks
 18 for the opportunity to address this
 19 public hearing.

20 My name is Vincent McGowan, I'm
 21 a member of the board of directors of
 22 Friends of Hudson River Park. We're
 23 involved with EIS process for the
 24 restoration of Hudson River Park and
 25 with negotiations with the Department

1
 2 of Sanitation for the removal of the
 3 trucks off of the piers when the
 4 facility is built on the East Side of
 5 Route 9A.

6 This is a message from our
 7 board, "We request that you don't let
 8 this plan slow down the relocation of
 9 the existing truck storage that is
 10 currently in Hudson River Park on the
 11 piers and the removal of the Department
 12 of Sanitation facility from the
 13 Gansevoort Peninsula. That was
 14 arranged in a fair-share arrangement,
 15 that goes back a few years and would
 16 like that contemplated in when you do
 17 your draft EIS.

18 The goal should be to limit the
 19 station, which one is there now. Do
 20 you enlarge it? And that may be
 21 realistic 'cause it's the current use,
 22 has been compatibly used for a number
 23 years and was studied in EIS that
 24 created Hudson River Park.

25 We have questions about the

1
 2 location and how you will get rid of
 3 the liquid that will be generated in
 4 the facility that you're planning on
 5 building; that's the number of trucks
 6 that are anticipated, I don't really
 7 feel that you got a realistic number at
 8 this point. And your plan for keeping
 9 them off the street, would like to see
 10 in more detail as you heard from some
 11 of the other speakers prior to myself.

12 We request that the under no
 13 circumstances does the expansion or
 14 reconfiguration or renovation of this
 15 to making take up any space that
 16 belongs to Hudson River Park.

17 We request that you study the
 18 effect of traffic, noise, smell and the
 19 destruction of public space that has
 20 heretofore not been studied adequately.

21 We would like to suggest that
 22 there would be an effect that the heavy
 23 barge traffic that you're anticipating,
 24 this effect will be detrimental to the
 25 newly-developed waterfront uses,

1
 2 human-powered boating, swimming and
 3 other recreational uses on the north
 4 and south of Pier 99.
 5 We would request that this
 6 process not be segmented from the other
 7 Department of Sanitation uses that are
 8 being contemplated and that the City
 9 look at scattering the sites so as not
 10 to concentrate them under a fair
 11 philosophy in any one neighborhood.
 12 The -- we would request that
 13 you include the study of the relocation
 14 of the Miller Highway and in any plans
 15 that you are making for Pier 99 and to
 16 relate that in your traffic flow
 17 studies."
 18 Thank you for your opportunity
 19 -- for the opportunity to address this.
 20 MR. SZARPANSKI: Thank you.
 21 Norma Ramos.
 22 MS. NORMA RAMOS: Good evening,
 23 tonight I speak to this committee and
 24 to this panel after having testified at
 25 the hearing that was held in my

1
 2 community of Harlem last week, and I am
 3 a member of the Northern Manhattan
 4 Environmental Justice Coalition which
 5 is now a 45-member environmental
 6 justice coalition that has formed to --
 7 to oppose this plan.
 8 Now, the reason we oppose this
 9 plan is that Northern Manhattan, which
 10 is only 7.25 square miles, is already
 11 host to a high concentration of
 12 polluting facilities; Harlem and
 13 Northern Manhattan has the largest
 14 sewage treatment plant that Manhattan
 15 has, which they put a park on top of,
 16 and we also have another large sewage
 17 treatment plant; we have six out of
 18 eight bus depots; we have -- we have
 19 one of the port -- we have two Port
 20 Authority bus terminals, and three
 21 Sanitation diesel truck depots. Now,
 22 these are only the large uses, we have
 23 a large concentration of small
 24 polluting facilities as well.
 25 So we organized to protest and

1
 2 to fight this plan, not because we
 3 don't believe the communities shouldn't
 4 deal with the garbage they generate
 5 'cause clearly they should, but because
 6 Northern Manhattan has suffered from
 7 the kind of environmental policy-making
 8 that has served to concentrate and
 9 locate the pollution in communities of
 10 color.
 11 So we're asking this community
 12 to recognize that that has been the
 13 case, that we've had decades of
 14 environmental policy-making that has
 15 come out of our government that has
 16 said oh, polluting facility, put it in
 17 black and Latino communities.
 18 So what we're saying is that we
 19 want a plan that will be equitable and
 20 will fairly distribute polluting
 21 facilities, recognizing that some
 22 communities also have so much that the
 23 human cost is that right now the
 24 highest documented rate of asthma in
 25 this City is in my community. There's

1
 2 no community that has a higher
 3 documented rate of asthma. We also
 4 have low birth weight that has been
 5 documented in women of color in
 6 Northern Manhattan.
 7 So, while we talk about what's
 8 planned for 59th Street, we do believe
 9 that there should be sites considered
 10 below 96th Street, particularly below
 11 59th Street, particularly the World
 12 Trade Center.
 13 Why hasn't -- why doesn't this
 14 plan consider putting marine transfer
 15 stations closer to the source like the
 16 World Trade Center? That's not in this
 17 plan. So we are asking the Department
 18 of Sanitation and these communities to
 19 support a plan that would locate these
 20 marine transfer stations closer to the
 21 source and to help lighten the burden
 22 of what is going on in Harlem right
 23 now.
 24 The other thing we want to
 25 point out is that the Gansevoort

1
 2 Station, well, your own internal
 3 guidelines say don't locate a marine
 4 transfer station close to 400, within
 5 400 feet of a park. Well, we on 125th
 6 Street are getting a waterfront park;
 7 we fought years, Northern Manhattan to
 8 get a waterfront park.

9 And so, in Gansevoort you said
 10 well, we can't put a marine transfer
 11 station there because it will be
 12 located 400 feet within a park, but in
 13 Harlem, well, we'll put it within 400
 14 feet of a plant, that is what we call
 15 environmental racism when you take the
 16 same criteria and say, "Oh, we won't
 17 put something polluting in a white,
 18 rich community, but in a community of
 19 color well, we'll put a marine transfer
 20 station right near your park."

21 And so, we want, as you review
 22 this, as this community, we want you to
 23 keep in mind what the history has been
 24 and please don't become party to
 25 reproducing the same decision-making

1
 2 President and representing the
 3 community board and I'm here to tonight
 4 to ask that -- that in your drafting of
 5 the final scope that you take care of a
 6 number of issues which at least in your
 7 draft, preliminary draft, are
 8 noticeably inadequate in the dealing
 9 with the existing station at 59th
 10 Street in which you so nicely
 11 illustrated its proposed configuration.

12 And I want to repeat the
 13 concerns that have been proposed
 14 already about the coverage of our water
 15 that you're proposing, enlarging it and
 16 again, point out that in order to do
 17 that, in fact, you're going to have to
 18 get that federal water quality permit
 19 which is going to be difficult to get
 20 and you should take that into account
 21 in doing your planning.

22 You also need to take into
 23 account that the fact there is a very
 24 limited amount of space where trucks
 25 can queue and where they can actually

1
 2 which keep a dense, what's called
 3 facility density which keeps putting
 4 polluting burdens into communities of
 5 color.

6 And so, we are asking that you
 7 do take a principled position for
 8 fair-share distribution and actually
 9 support our effort to not have the one
 10 on 135th Street not only open, but they
 11 plan to demolish it and expand it
 12 greatly. Thank you.

13 **MR. SZARPANSKI:** Thank you for
 14 your comments. Our next speaker is
 15 Frank Eadie.

16 **MR. FRANK EADIE:** Hi, my name
 17 is Frank Eadie, I'm a member of
 18 Community Board 4 in Manhattan.
 19 Welcome to the community board.

20 I am a member of the Sierra
 21 Club and senior activist for that and
 22 with local community issues and water
 23 issues in particular.

24 I'm a member of the Manhattan
 25 SWMP and working with the Borough

1
 2 enter and exit. And you're going to
 3 have to deal with a very difficult and
 4 not easily-changed configuration of
 5 roadways and highways and so forth
 6 there in that area.

7 And basically without some
 8 dramatic changes, you sort of left this
 9 out of your picture, it conveniently
 10 starts at the water's edge and ignores
 11 the fact that you have a very
 12 complicated and very difficult and very
 13 expensive set of streets and so forth
 14 that you're going to have to handle
 15 these approaches and departures from
 16 this piece of equipment, this to
 17 making.

18 We also, we need to point out
 19 that having been involved with the
 20 development of the Hudson River Park
 21 for what is it, more than 15 years now,
 22 personally I have a very strong sense
 23 that that extra water that you're
 24 taking is ours, it's part of the park
 25 and has been fought for that park and

1
 2 for that space for very many, many
 3 years and to take what is not actually
 4 part of the existing configuration,
 5 you're basically violating the trust
 6 between the City and those of us in
 7 this community who have worked so hard
 8 for so long to get every square inch
 9 that must be possible.

10 We -- our board is, I guess
 11 third to the bottom in terms of amount
 12 of park space per resident in the City,
 13 in the City which is probably among the
 14 worst hundred in the country in terms
 15 of the park space per person and
 16 basically you're trying to take some of
 17 our, what we need and what we worked
 18 and been promised for so long.

19 Same thing with Gansevoort
 20 location, that is not within 400 feet
 21 of the park, it is part of the park and
 22 in fact it's so noted in all of the
 23 parklands going on that station
 24 location, there again, involves the
 25 problem of queuing of your trucks;

1
 2 basically the only place for them to
 3 queue is in the -- on park property in
 4 the park. And either that or on the
 5 highway so, it's simply, those are not
 6 feasible locations.

7 We're unhappy personally, very
 8 unhappy about the Harlem locations and
 9 that's being expanded, I don't think
 10 it's fair on them to burden that
 11 community any more with the kind of
 12 solid waste that you're talking about.

13 Norma recently revised her
 14 statement and the reasons for not doing
 15 that and I really generally agree with
 16 her that there does need to be a
 17 location Downtown, probably in the East
 18 River given the configuration of
 19 things, but possibly on the West Side.
 20 So I think you need to go back to the
 21 drawing board and look at the
 22 possibility of doing one down there.
 23 And I suspect that probably you'll need
 24 to have one on the Upper East Side as
 25 well.

1
 2 But any way, we need a very
 3 careful reevaluation of the 59th Street
 4 area and doing your -- need an
 5 evaluation of Pier 99 and we also need
 6 you to look at the historical and
 7 archeological issues involved in that
 8 area, not to mention those of the
 9 projected developments that again, on
 10 the East Side of this highway there.
 11 So, you need to go back and do a much
 12 more thorough analysis of that area
 13 before you offer your final scope.
 14 Thank you very much.

15 **MR. SZARPANSKI:** Thank you.
 16 Our next speaker, Rick Muller will be
 17 speaking on behalf of Manhattan Borough
 18 President C. Virginia Fields.

19 **MR. RICK MULLER:** Good
 20 evening, Borough President Fields
 21 regrets not being able to be here, we
 22 had expected the hearing to go on a
 23 little longer and she was just about on
 24 her way. So I will deliver her
 25 comments for her.

1
 2 "The focus of this meeting is
 3 the proposed demolition and rebuilding
 4 of a new expanded marine transfer
 5 station at 59th Street on the Hudson
 6 River.

7 While the Borough President
 8 supported the use of barge and rail as
 9 environmentally responsible ways of
 10 transporting our City's solid waste,
 11 she expressed concern when the
 12 administration released its plan for
 13 rebuilding the existing MTSS for
 14 containerization.

15 This plan requires the
 16 expansion of the MTS in order to
 17 accommodate a large tipping floor and
 18 the extra space for containerization.

19 An alternative to this plan
 20 would be the identification of a site
 21 for an enclosed barge unloading
 22 facility where solid waste dumped
 23 directly into barges is taken to be put
 24 into containers.

25 Another alternative would be to

1
2 identify other sites on the waterfront
3 that would not violate the Department's
4 own siting guidelines such as not
5 locating the entrance to a facility
6 within 400 feet of a park, school or
7 residence.

8 When this plan was announced,
9 the Borough President opposed the
10 expansion of this facility and was
11 concerned about the localized truck
12 impacts reopening the MTS would bring.
13 This MTS is adjacent to two parks and
14 will be in close proximity to the
15 residential units being constructed as
16 part of the Riverside South development
17 and also by the Durst Organization.

18 In addition to expansion and
19 truck impacts, a third issue is the
20 proposed processing of commercial waste
21 through the converted MTSSs.

22 Borough President Fields
23 therefore recommends the following
24 areas for inclusion in the scope of the
25 environmental impact analysis: One,

1
2 the commercial waste study are suitable
3 for export; however, the existing MTSS
4 would also not be suitable for the
5 Department to apply the same criteria
6 used to disqualify the other four.

7 Consequently, the draft EIS
8 must disclose precisely the technical,
9 legal and other parameters that have
10 lead the department to plan on using
11 the existing MTSSs only, and no other
12 sites.

13 In addition, the Manhattan
14 Solid Waste Advisory Board has used the
15 Department criteria to identify
16 potential sites over and above the four
17 sites already evaluated.

18 The DEIS should include an
19 analysis of the feasibility of using
20 these sites as well as a more complete
21 investigation of the four in the
22 commercial waste study.

23 The DEIS should disclose the
24 technical, legal and other obstacles to
25 their use in order for the public to be

1
2 the analysis of truck impacts should
3 not only be done for the residential
4 stream, but also for a mix of
5 residential and commercial waste at
6 some fixed percentage of total expected
7 capacity of the MTS.

8 Two, the planned phasing in of
9 pollution controls and the use of
10 ultra-low sulfur diesel fuel in the
11 Department trucks should be spelled out
12 and taken into consideration on an
13 out-year basis so that fleet impacts
14 are accurately projected year by year.

15 Three, the worst-case scenarios
16 of private waste hauler vehicle
17 pollution should be included in
18 anticipated impacts from inclusion of
19 commercial waste in the stream handled
20 by the MTS.

21 Four, particulate matter should
22 be measured as PM2.5 and not as PM10.

23 Five, it appears that the
24 Department has determined that none of
25 the four additional sites evaluated in

1
2 able to fully evaluate the various
3 alternatives. Detailed design drawings
4 and descriptions of the converted MTS
5 should be included for public review;
6 features of the design that will
7 contain and mitigate noise and odors as
8 well as how truck queuing on local
9 streets will be prevented, should be
10 clearly described.

11 And finally, noise and odor
12 impacts from truck traffic and from the
13 operation of the MTS itself should be
14 analyzed in terms of sensitive
15 receptors and not just average over
16 large areas as was done in the
17 commercial waste study."

18 Thank you for the opportunity
19 to comment.

20 **MR. SZARPANSKI:** Thank you. I
21 think there's one additional speaker
22 who just walked in. Yolande and I'm
23 sorry, how do you pronounce it?

24 **MS. YOLANDE CADORE:** Cadore,
25 Cadore.

1
 2 **MR. SZARPANSKI:** Cadore? Thank
 3 you.
 4 **MS. YOLANDE CADORE:** Good
 5 evening, my name is Yolande Cadore and
 6 I am the community organizer of West
 7 Harlem Environmental Action. I am here
 8 this evening as a member of the
 9 Northern Manhattan Environmental
 10 Justice Coalition.
 11 I recognize that this evening
 12 we gather to discuss the scope of the
 13 draft environmental impact statement,
 14 but before addressing that document, I
 15 want to again express the opposition of
 16 West Harlem Environmental Action and
 17 the Northern Manhattan Environment
 18 Justice Coalition to the proposal to
 19 reopen the 135th Street garbage marine
 20 transfer station.
 21 By way of background, the
 22 Northern Manhattan Environmental
 23 Justice Coalition is a coalition which
 24 is comprised of 45 civic, community,
 25 community development, education and

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 2 facility, which will be dependent on
 3 diesel trucks, will increase the
 4 already epidemic levels of asthma and
 5 other respiratory illnesses afflicting
 6 both children and adults in Northern
 7 Manhattan, and negatively impact the
 8 environment and quality of life in a
 9 neighborhood already disproportionately
 10 impacted by the polluting facilities.
 11 It is important to call to your
 12 attention the reality that your
 13 proposal does not -- to reality that
 14 your proposal does not exist in a
 15 vacuum.
 16 Residents of Northern Manhattan
 17 are exposed to the highest levels of
 18 diesel pollution and the many polluting
 19 facilities impacting our neighborhoods
 20 are major contributors to the air
 21 quality problems in Northern Manhattan.
 22 Facilities such as the six
 23 diesel bus depots, two of them are the
 24 City's largest sewage treatment plants
 25 which also operates on diesel and

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 2 environmental organization, faith-based
 3 institutions and local businesses
 4 working with and serving the
 5 predominately African-American and
 6 Latino residents of Northern Manhattan.
 7 Formed in February 2003, the
 8 coalition's platform which is enclosed,
 9 which is not enclosed, calls for the
 10 following: One, finding more MTS
 11 capacity further Downtown; the adoption
 12 of an aggressive strategy for moving
 13 for -- moving towards a zero waste
 14 strategy and a moratorium on the siting
 15 of polluting facilities in Northern
 16 Manhattan.
 17 While we recognize the enormous
 18 challenge that you face as you devise a
 19 more environmentally-sound and
 20 fiscally-responsible policy for dealing
 21 with the City's garbage problem, we
 22 urge to you to exclude the 135th Street
 23 marine transfer station from the plan
 24 to reopen and expand the City's MTS
 25 network, because to reopen this

1
 2 several sanitation diesel vehicle
 3 garages and the only two outdoor New
 4 York City Transit Authority train yards
 5 in Manhattan, have contributed to the
 6 poor air quality of Northern Manhattan.
 7 The pollution created from the
 8 combustion of diesel fuel is a major
 9 trigger for asthma and other
 10 respiratory illnesses. Asthma
 11 hospitalization rates are the highest
 12 in Northern Manhattan zip codes and a
 13 nationally-funded study recently
 14 concluded that one in four children in
 15 Central Harlem suffers with asthma.
 16 Moreover, according to a recent
 17 Columbia University in School of Public
 18 Health Children's Environmental Health
 19 Center, a We Act Study, air pollution
 20 in this region is causing negative
 21 birth outcomes like low birth weight
 22 and head size.
 23 The idea of putting another
 24 polluting facility that would generate
 25 more diesel truck traffic than we

1
 2 experienced prior to the closure of the
 3 135th Street MTS, is incomprehensible
 4 to us, especially in light of the
 5 public health burden already being
 6 borne in Northern Manhattan residents;
 7 more diesel trucks in Northern
 8 Manhattan operated by the Sanitation
 9 Department and we haven't even begun to
 10 talk about the outrageous idea of
 11 moving commercial waste through the
 12 135th Street marine transfer station.

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 14 (Continued on next page.)
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1
 2 C E R T I F I C A T E
 3 STATE OF NEW YORK)
 4 : ss.
 5 COUNTY OF NEW YORK)
 6
 7 I, Marc Russo, a Notary Public
 8 within and for the State of New York,
 9 do hereby certify that the within is a
 10 true and accurate transcript of the
 11 proceedings taken on June 21st, 2004
 12 I further certify that I am not related to
 13 any of the parties to this action by
 14 blood or marriage and that I am in no
 15 way interested in the outcome of this
 16 matter.
 17 IN WITNESS WHEREOF, I have hereunto set my
 18 hand this 23rd day of June, 2004.
 19
 20 _____
 21 MARC RUSSO
 22
 23
 24
 25

1
 2 We have a term to characterize
 3 this and it's environmental racism. If
 4 the Department is intent upon pursuing
 5 an MTS plan that brings an expanded MTS
 6 more trucks than we have ever had to
 7 deal with, potential commercial truck
 8 impacts, a facility that would be built
 9 to permit the processing of more
 10 garbage than we produce Uptown, then we
 11 will have no choice but to oppose this
 12 plan by any means necessary.

13 MR. SZARPANSKI: Thank you for
 14 your comments. Is there anybody else
 15 here who signed up to speak? If not,
 16 thank you all for coming.

17 (Time noted 7:01 p.m.)
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 25

<p>A</p> <p>able 60:21 65:2 abundance 25:18 accept 9:3 accepted 29:8 access 13:20 34:10 42:14,18 44:10 45:15,18 accommodate 14:4 43:7 61:17 accommodated 43:6 accommodating 43:13 accomplished 13:20 account 24:17 56:20,23 accurate 33:7 72:10 accurately 63:14 acknowledge 32:11 Act 34:2 69:19 action 9:17 44:2 66:7,16 72:13 actions 6:14 active 34:6 36:5 actively 30:6 44:8 activist 55:21 activities 22:7 activity 36:17 45:16 addition 34:19 45:8 62:18 64:13 additional 20:5 24:6,17 63:25 65:21 Additionally 22:10 24:25 address 8:24 9:9 33:9 47:18 50:19 addressing 66:14 adequately 49:20 adjacent 23:4 62:13 adjustments 18:13 administration 61:12 adopt 27:25 adopted 28:9 adoption 67:11 adults 68:6 adversely 29:3 Advisory 28:17 64:14 advocating 38:16 38:18 affect 34:9 44:9 afflicting 68:5 African-American</p>	<p>67:5 agency 29:10 Agency's 28:12 aggressive 67:12 agree 59:15 air 12:18 25:9 34:12 68:20 69:6 69:19 alarming 41:25 Albany 38:16 Albert 3:4 20:14,15 20:16 26:8 allow 15:22 21:12 allowed 27:2 allowing 37:18 all-for-one 41:6 alter 41:9 alternate 24:2 alternative 41:9,13 61:19,25 alternatives 6:16 7:3,18 9:20,20 10:8 15:6 19:10 65:3 amount 31:22 46:24 56:24 58:11 Amsterdam 24:5 46:19 analysis 32:23 60:12 62:25 63:2 64:19 analyzed 30:5 65:14 Andrew 3:4 20:14 20:15,16 26:8 and/or 10:23 announced 62:8 anticipate 16:12,21 anticipated 15:20 49:6 63:18 anticipating 49:23 anybody 71:14 anymore 42:10 apartment 26:17 appear 4:9 appearing 26:15 27:9 appears 63:23 apply 64:5 appreciate 32:3 approach 18:14 20:9 36:9 approaches 57:15 approved 5:5 approximately 26:22 archeological 60:7</p>	<p>area 10:20 11:20,21 12:11 13:5 21:25 22:10 32:4,9,10 33:9 34:23 41:19 42:14 46:7 47:7 57:6 60:4,8,12 areas 21:7 23:9 24:10 62:24 65:16 argue 37:25 Army 44:24 Arnold 2:10 4:11 26:14 arranged 48:14 arrangement 48:14 asking 16:4 30:23 52:11 53:17 55:6 aspect 37:11 38:9 assigned 7:22 assimilate 45:2,2 assistant 2:4 4:4 35:5 associated 19:23 33:4 41:23 assumes 18:17 asthma 52:24 53:3 68:4 69:9,10,15 astride 21:18 attention 28:24 29:6 68:12 attorney 26:13 August 16:11,25 Authority 51:20 69:4 available 7:9,11 27:11 Avenue 24:6 46:9 Avenues 26:20 average 65:15 avoid 24:9 awareness 31:13</p> <p>B</p> <p>B 18:23 19:10,24 back 11:20 44:12 48:15 59:20 60:11 background 66:21 bane 21:9 barge 5:23 9:22 10:2,20,23 12:14 15:4,9,15 17:19 17:22,24 21:2 49:23 61:8,21 barges 10:4 14:23 25:13 61:23 baseball 39:11 based 11:14 basically 57:7 58:5</p>	<p>58:16 59:2 basis 23:14 63:13 Batya 3:6 30:10,11 30:11 bays 14:7 Beaver 2:5 beginning 16:11 begins 7:7 34:8 begun 22:7 70:9 behalf 26:15 40:3 60:17 believe 52:3 53:8 belongs 49:16 beyond 18:9 bikeway/walkway 32:18 43:20 bike/walkway 33:19 Bill 38:19 birth 53:4 69:21,21 bit 36:9,25 38:9 black 52:17 block 26:18,23 blood 72:14 blowing 29:23 board 20:17 21:17 31:8 35:7,10 36:5 39:25 40:3,5,21 44:17,18 45:13 47:21 48:7 55:18 55:19 56:3 58:10 59:21 64:14 boarder 22:4 boards 6:21 22:15 boating 50:2 book 28:12 borderline 42:7 borne 70:6 borough 36:23 37:10 55:25 60:17 60:20 61:7 62:9 62:22 Bottle 38:19 bottled 38:20 bottom 58:11 boundaries 32:16 bounded 26:18 brief 7:5 bring 62:12 brings 71:5 broadened 19:5 broader 37:22 38:9 Bronx 5:20 9:23 10:18 Brooklyn 5:19 9:24 10:17,21 brought 42:5 43:3</p>	<p>buffer 33:3 37:12 41:21 build 6:8 building 12:9,18,24 13:19 14:21,24 26:17,17 44:19 49:5 buildings 46:17 built 5:17 30:15 42:21 48:4 71:8 burden 53:21 59:10 70:5 burdens 55:4 Bureau 4:5,5 burning 21:13 bus 36:18,22 51:18 51:20 68:23 businesses 67:3 buy 39:5 bypass 43:18</p> <p>C</p> <p>c 2:2 60:18 72:2,2 Cadore 3:14 65:24 65:24,25 66:2,4,5 call 7:23 17:7,25 38:10 54:14 68:11 called 6:9 26:17 36:18 55:2 calls 67:9 capacity 11:2 63:7 67:11 card 9:5 cards 8:14 care 31:22 56:5 careful 60:3 carefully 29:17 43:14 44:15 carried 43:15 carry 14:16 carve 37:2 case 34:17 52:13 cause 48:21 52:5 causing 69:20 CB7's 20:21 CDs 6:3 center 28:9 46:22 47:3,4 53:12,16 69:19 Central 69:15 certain 21:7 certainly 45:22 certify 72:9,12 chairperson 20:17 challenge 18:20 67:18 challenges 19:19</p>
---	---	---	---	--

<p>chance 41:12 change 21:21 changes 57:8 changing 32:12 characterize 71:2 characterized 30:3 children 68:6 69:14 children's 34:6 69:18 choice 71:11 circulation 28:25 circumstances 49:13 city 4:7,19,25 5:5 8:23 16:18 18:5 18:17,25 19:3,15 19:22 20:11,24 21:12 25:21 29:5 29:9,25 31:24 36:15 37:2,7,17 38:13,15,24 39:8 39:13 41:3,14 47:3 50:8 52:25 58:6,12,13 69:4 City's 5:17 25:20 41:2 61:10 67:21 67:24 68:24 civic 66:24 clarify 35:5,15 clean 19:17 cleaner 22:6 cleanliness 25:17 clearly 8:6 52:5 65:10 Clinton 31:10,11,15 33:11 45:10 close 29:5 31:5 54:4 62:14 closed 17:3 closer 53:15,20 closing 24:15 closure 21:8 70:2 Clove 31:10,11,15 33:11 Club 55:21 coalition 30:12 51:4 51:6 66:10,18,23 66:23 coalition's 67:8 Coast 21:4 cochair 31:9 codes 25:20 69:12 Cohen 3:3 18:2,3 47:12,13 collaborative 20:20 colleagues 36:10 collected 15:14</p>	<p>collection 10:4 14:5 15:18 39:14 color 52:10 53:5 54:19 55:5 Columbia 69:17 combined 16:15 combustion 69:8 come 20:4 38:14,24 43:22 44:23 52:15 coming 8:16 11:19 15:21 23:22 36:8 71:16 comment 8:14 9:5 28:22 65:19 comments 6:12 7:4 7:14 8:5,13 9:2,8 9:14 16:4,7,24 17:3,8 20:13,19 26:2 27:8 39:21 40:10,16 55:14 60:25 71:14 commercial 8:24 18:19 19:7 32:5 34:20 46:7,11 62:20 63:5,19 64:2,22 65:17 70:11 71:7 commission 4:4 29:9 Commissioner 2:4 35:5 Commitments 28:5 committee 20:18,22 40:2,4,6,21 50:23 communities 6:25 17:13 21:11 52:3 52:9,17,22 53:18 55:4 community 6:2,21 6:24 11:5 20:17 21:17 31:8,12,14 34:16 35:7,8,10 35:12 36:4,6 39:25 41:19 51:2 52:11,25 53:2 54:18,18,22 55:18 55:19,22 56:3 58:7 59:11 66:6 66:24,25 commuter 39:10 compacting 23:17 25:5 compatibly 48:22 complete 7:21 8:4 8:13 64:20 completed 33:15 completely 42:17</p>	<p>43:18 46:5 complicated 57:12 component 5:12 compost 5:10 composting 39:15 comprehensive 4:18 comprised 66:24 Con 23:6 42:16 concentrate 50:10 52:8 concentration 51:11,23 concern 31:18 36:11 41:15 42:22 44:3 61:11 concerned 30:18 31:25 40:8,13 62:11 concerns 21:21,23 42:24 56:13 concluded 69:14 conducted 9:17 conducting 15:24 configuration 56:11 57:4 58:4 59:18 conjunction 28:7 connecting 32:19 33:19 Consequently 64:7 conservation 19:8 consider 19:5 27:21 32:7 43:17 44:6 53:14 consideration 36:12 63:12 considerations 34:12 considered 28:15 28:21 34:15 41:10 53:9 constituencies 29:25 constructed 62:15 constructing 19:13 construction 6:7 29:20 33:15 34:8 consultants 4:13 9:14 contain 12:16 65:7 container 12:12 containerization 61:14,18 containerize 5:22 5:24 containers 12:3,6,7 12:10,10,13 14:16</p>	<p>14:19 15:3 38:21 39:6 61:24 contemplated 48:16 50:8 context 34:15 continue 18:18 Continued 70:14 continuing 30:6 38:2 contributed 69:5 contributors 68:20 control 12:15 13:2 controls 11:15 63:9 conveniently 57:9 converging 23:13 conversion 6:10,15 9:19 15:7 17:21 23:9 convert 23:7 converted 5:24 6:13 11:7,10 13:10 32:24 62:21 65:4 converting 23:5 Copies 7:7 corner 45:12,15 Corp 44:24 correct 35:22 cost 19:22 52:23 cost-effective 31:19 coterminous 35:9 35:17 council 5:5 16:18 16:21 28:18 count 30:24 country 58:14 counts 24:14 COUNTY 72:5 couple 37:10 42:5 coverage 45:4 56:14 covering 45:6 co-chair 39:24 crane 12:12 15:2 create 42:13 created 29:20 48:24 69:7 creates 41:21 46:24 criteria 54:16 64:5 64:15 critical 45:25 cross-section 11:9 cruised 21:3 culminating 20:25 21:7 current 5:10 18:14 22:19 38:2 48:21 currently 18:11</p>	<p>22:11 26:16 33:14 33:24 48:10 Czwartacky 2:8 4:11</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily 23:14 date 17:3 41:16 46:21 day 24:11 72:18 days 43:22 deadline 27:9 40:17 deal 52:4 57:3 71:7 dealing 56:8 67:20 DEC 16:12 decades 18:9 52:13 December 17:5 decide 18:7 decision-making 28:14 54:25 DEIS 18:12 19:4,12 40:11 41:16 64:18 64:23 deliver 10:3 60:24 delivered 15:14 17:23 delivery 15:16 demand 19:25 20:3 demolish 55:11 demolished 14:11 demolition 61:3 dense 55:2 density 55:3 DEP 25:20 department 2:5,8 2:10,12 4:7,16 5:14 11:15 15:17 27:15 31:17 33:24 34:21 37:8,15 38:11,15 47:5,25 48:11 50:7 53:17 63:11,24 64:5,10 64:15 70:9 71:4 Department's 6:23 62:3 departures 57:15 dependent 68:2 depots 36:18 51:18 51:21 68:23 described 65:10 describes 33:2 description 21:24 33:8 34:22 descriptions 65:4 design 11:13 13:22 28:6 65:3,6 designed 34:4 44:19</p>
--	--	--	--	--

designing 12:16 desk 7:11 destruction 49:19 detail 49:10 detailed 26:2 27:7 65:3 detectable 13:6 determined 63:24 detrimental 49:24 develop 20:8 37:12 developed 28:7 developing 25:13 development 34:20 37:13 57:20 62:16 66:25 developments 22:13 32:8 60:9 devise 67:18 Dewitt 45:9 DEXTER 2:14 diesel 51:21 63:10 68:3,18,23,25 69:2,8,25 70:7 different 11:12 36:9 difficult 56:19 57:3 57:12 Dionne 3:7 31:4,6,8 directly 26:2 61:23 directors 47:21 discharges 25:15 disclose 64:8,23 discuss 66:12 discussion 29:12 discussions 40:22 disposal 5:23 10:5 11:2,3 24:24 25:3 41:2 disproportionately 68:9 disqualify 64:6 distinction 18:18 distribute 52:20 distribution 37:6 55:8 District 35:8,12 districts 6:2 11:5 35:10,11,18 disturbed 32:14 document 6:17,19 9:2 16:5,9 18:12 18:16 22:18 26:3 32:2,6,15 42:23 43:17 44:21 45:9 46:5,20 47:2 66:14 documented 52:24	53:3,5 documents 17:11 doing 4:14 56:21 59:14,22 60:4 Dolinar 2:12 4:10 dominant 43:21 doors 12:19,19,20 DOT 13:12 24:13 dots 13:11 dotted 14:12 Downtown 59:17 67:11 draft 5:3 6:17,19 16:10,15,19,22,24 18:11 32:2,6 48:17 56:7,7 64:7 66:13 drafting 56:4 dramatic 57:8 draw 18:18 drawing 22:15 59:21 drawings 65:3 drawn 22:19 dropping 29:23 due 40:10 dump 11:21 dumped 61:22 Durst 26:15 27:3 46:10 62:17 dust 12:25 <hr/> E <hr/> e 2:2,2 72:2,2 Eadie 3:12 55:15,16 55:17 early 16:20 26:23 easily-changed 57:4 east 10:14 15:11 21:4 32:19 48:4 59:17,24 60:10 ecological 29:18 Ecology 9:14 economical 10:25 Ed 23:6 42:16 edge 42:6 57:10 education 66:25 effect 22:21,24 23:8 25:12 29:3 45:18 49:18,22,24 effects 29:18,22 30:3 efficient 19:17 24:23 25:6 effort 10:10 24:9 37:9 55:9 efforts 29:13	eight 5:18 24:11 51:18 EIS 9:16 16:10,15 16:24 17:4 27:21 29:11,17 36:24 37:22 47:23 48:17 48:23 64:7 EISs 45:22 either 22:16 59:4 elected 6:20 7:25 electricity 19:25 element 5:12 Eleven 25:4 enclosed 12:9 13:19 61:21 67:8,9 encroach 37:19 ends 17:13 energy 25:2,4,6 Engineers 44:24 engulfed 38:5 enlarge 48:20 enlarging 56:15 enormous 46:24 67:17 enter 57:2 entire 39:19 entrance 62:5 environment 9:15 18:8 66:17 68:8 environmental 4:14 5:7 7:16 18:21,21 19:22 26:13 27:23 28:5,12,17 29:6 46:12 51:4,5 52:7 52:14 54:15 62:25 66:7,9,13,16,22 67:2 69:18 71:3 environmentally 61:9 environmentally-... 31:20 environmentally-... 67:19 envisioned 18:11 epidemic 68:4 episode 21:2 equipment 57:16 equitable 37:6 52:19 escaping 12:18 especially 41:20 47:6 70:4 essential 20:10 essentially 18:13 established 17:6 evaluate 65:2 evaluated 7:16 9:21	10:9 63:25 64:17 evaluation 10:18 60:5 evening 4:2 20:16 50:22 60:20 66:5 66:8,11 events 15:21 example 28:4 excavator 12:4 exciting 18:6 exclude 67:22 exhaust 12:24 exhausted 13:5 exist 68:14 existence 21:10 existing 5:18 9:25 10:7 14:10,13 15:9 17:16 34:18 37:19 48:9 56:9 58:4 61:13 64:3 64:11 exit 57:2 expand 55:11 67:24 expanded 59:9 61:4 71:5 expanding 39:13 expansion 38:19 44:22 49:13 61:16 62:10,18 expect 5:3 expected 17:5 24:7 24:12 60:22 63:6 expended 25:4 expensive 57:13 experience 36:16 experienced 70:2 expire 4:20 explore 19:13 export 4:5,6 5:13 8:21 9:22 10:23 64:3 exported 6:6 exposed 14:24 68:17 express 66:15 expressed 61:11 extent 29:14 extra 19:10 57:23 61:18 <hr/> F <hr/> F 2:10 72:2 face 67:18 facilities 5:16,21 8:22 11:17 19:15 28:10 36:19 37:4 37:7,14 51:12,24	52:21 67:15 68:10 68:19,22 facility 6:6 10:3,5 13:8,16 14:4,6,10 14:13,15 15:10,13 15:16,19 17:19,23 22:23 23:11,18,23 24:19,22 25:10,19 25:22 30:15 32:4 32:7 33:11,21 37:19 40:24 44:10 48:4,12 49:4 52:16 55:3 61:22 62:5,10 68:2 69:24 71:8 facility's 14:9 fact 21:24 22:2 35:22 38:5 56:17 56:23 57:11 58:22 fair 50:10 59:10 fairly 36:5 52:20 fair-share 48:14 55:8 faith-based 67:2 famous 21:2 far 42:24 fares 39:12 fashion 27:20 fax 16:7 faxed 40:10 feasibility 64:19 feasible 27:22 59:6 features 65:6 February 67:7 federal 56:18 feel 41:5 49:7 feet 54:5,12,14 58:20 62:6 Fields 60:18,20 62:22 Fifth 29:17 fight 52:2 fill 9:4,6 final 16:8 17:4 29:6 56:5 60:13 finally 29:24 65:11 find 21:4 finding 67:10 firm 26:14 first 8:3 17:25 22:17 27:12 35:19 fiscally-responsible 67:20 five 23:15 37:16 63:23 fixed 63:6 flatbed 14:23
--	---	--	--	---

<p>fleet 63:13 floor 2:6 11:20 12:2 61:17 flow 50:16 flyway 43:17,23 focus 7:13 61:2 focused 28:3 following 15:8 20:19 33:10 62:23 67:10 footbridge 45:14 footprint 14:9,14 44:16,23 formed 51:6 67:7 formerly 26:23,24 forth 57:5,13 forward 30:5 fossil 20:3 fought 54:7 57:25 four 23:4 31:9 63:21,25 64:6,16 64:21 69:14 Fourteen 25:19 Fourth 29:11 Four's 39:25 Frank 3:12 55:15 55:16,17 Frederick 3:9 39:22 39:23,24 40:18 FREIRE 2:14 frequent 25:13 frequently 25:11,16 Freshkills 21:8 Friends 31:10,11 47:22 front 7:11 front-end 11:22 fuel 63:10 69:8 fuels 20:3 full 30:22,25 32:3 fully 30:2 65:2 functioning 37:2 Fundamentally 18:16 further 67:11 72:12 future 33:22</p> <hr/> <p style="text-align: center;">G</p> <p>Gansevoort 15:12 48:13 53:25 54:9 58:19 gantry 12:12 15:2 garages 69:3 garbage 21:2,3 36:21 41:2 52:4 66:19 67:21 71:10 gather 66:12</p>	<p>gazillion-dollar 42:12 generally 59:15 generate 52:4 69:24 generated 4:25 23:2 23:16 24:18 31:23 49:3 generation 19:25 generators 39:9 Gerrard 3:5 26:10 26:11,12 getting 54:6 given 37:25 59:18 glad 42:25 go 11:24 21:16 42:12,25 43:23 59:20 60:11,22 goal 31:13 48:18 goes 17:18 48:15 going 10:9 11:6 12:22,25 14:9,11 20:19 23:6 26:4 35:18 42:17 45:16 53:22 56:17,19 57:2,14 58:23 good 4:2 20:15 31:7 38:4 50:22 60:19 66:4 gotten 22:5 government 52:15 grassroots 31:12 great 27:4 45:17 greatest 41:15 greatly 44:9,18 55:12 ground 43:19 growing 20:2 guess 58:10 guidelines 28:6 54:3 62:4</p> <hr/> <p style="text-align: center;">H</p> <p>habitability 20:10 hand 72:18 handle 57:14 handled 63:19 happen 13:18 happens 11:16 15:25 hard 58:7 Harlem 51:2,12 53:22 54:13 59:8 66:7,16 69:15 Harry 2:4 4:3 hauler 63:16 hazardous 29:24 HDR 4:13,13</p>	<p>head 29:10 69:22 headsets 7:10 health 20:22 69:18 69:18 70:5 hear 6:11 8:8 heard 49:10 hearing 27:18 47:19 50:25 60:22 hearings 16:13,14 16:16,22 heavily 34:5 heavily-used 33:18 heavy 33:3 41:22 49:22 held 1:7 50:25 Helena 26:18,21 help 53:21 Henry 24:16 heretofore 49:20 hereunto 72:17 Hi 35:3 39:23 55:16 high 51:11 higher 53:2 highest 52:24 68:17 69:11 highway 33:2 41:21 44:6,9 50:14 59:5 60:10 highways 57:5 historical 60:6 history 54:23 hold 16:13,21 holistic 20:8 hope 3:3 18:2,3 37:20 39:16 41:17 42:13 43:13 45:21 47:12,13 hoping 40:15 hospitalization 69:11 host 51:11 hotline 17:7 hour 43:9 houses 46:19 hub 47:6 Hudson 22:3,5 24:16 29:19 31:15 32:17,20 33:5,12 33:19,25 41:23 42:2,3 45:5,5,14 47:22,24 48:10,24 49:16 57:20 61:5 human 52:23 human-powered 50:2 hundred 58:14</p>	<p style="text-align: center;">I</p> <p>idea 40:25 69:23 70:10 identification 61:20 identify 39:2 62:2 64:15 identifying 28:3 ignores 57:10 illnesses 68:5 69:10 illustrated 56:11 image 44:16 immediately 32:19 impact 5:7 24:4 25:8 27:23 29:7 32:3,8,23 33:11 33:21 62:25 66:13 68:7 impacted 68:10 impacting 68:19 impacts 7:15 32:23 45:9 62:12,19 63:2,13,18 65:12 71:8 important 18:6 68:11 inadequate 38:11 56:8 incentive 38:21 inch 58:8 include 9:21 29:11 32:15,18,22 35:14 38:19 50:13 64:18 included 39:18 46:25 63:17 65:5 includes 34:18 including 6:15 inclusion 62:24 63:18 incomprehensible 70:3 increase 68:3 increased 34:9 increasing 19:24 20:3 indicate 30:20 indicates 11:4 indicating 44:2 indisposable 18:23 industrial 22:11 33:4 41:22 42:10 infrastructure 18:8 18:22 19:18 initiatives 8:21 innovative 19:9 20:9 inside 12:23 14:6,21</p>	<p>inspectors 25:22 instituted 23:19 institutions 67:3 intent 71:4 interest 27:4 interested 8:3 44:18 72:15 interfere 33:18 interior 12:23 intermodal 14:18 internal 54:2 Interpreters 2:15 intertwined 27:19 investigation 64:21 involved 47:23 57:19 60:7 involvement 15:22 31:14 involves 58:24 in-city 10:24 15:15 Island 6:5,7 17:20 Islander's 21:9 issue 5:3 16:8 37:23 62:19 issued 6:17 16:10 issues 7:14 30:13 36:6 37:21 55:22 55:23 56:6,60:7</p> <hr/> <p style="text-align: center;">J</p> <p>Job 1:22 joined 4:9 JORGE 2:14 July 9:13 16:2,5,6,9 27:8 40:7 June 1:9 28:14 72:11,18 justice 28:17 51:4,6 66:10,18,23</p> <hr/> <p style="text-align: center;">K</p> <p>kayaking 22:8 keep 8:10 38:4 44:21 54:23 55:2 keeping 49:8 keeps 55:3 key 5:11,12 32:11 kind 18:7 23:15 24:6,22 52:7 59:11 know 4:16 33:23 35:9 39:4 42:2 43:20 45:6 Krishn 3:7 31:4,6,7</p> <hr/> <p style="text-align: center;">L</p> <p>lack 36:11</p>
--	--	---	---	--

laden 21:3	32:16 49:2 58:20	11:7,10,13 13:24	15:7,12 17:20	nine 6:25 24:13
land 15:5 21:5	58:24 59:17	17:16 21:18 27:5	21:22,25 23:5	noise 23:15,19
34:13	locations 38:7 59:6	29:21 53:14,20	28:23 32:24 34:18	25:21 34:13 49:18
Landfill 21:8	59:8	54:3,10,19 61:4	34:22 35:20 61:16	65:7,11
language 30:20	logical 22:17	66:19 67:23 70:12	62:12,13 63:7,20	nonpeak 45:25
large 22:25 39:9,10	long 4:4,6 5:13 8:21	marriage 72:14	65:4,13 67:10,24	Norma 3:11 50:21
45:20 51:16,22,23	11:16 30:16 58:8	mask 13:3	70:3 71:5,5	50:22 59:13
61:17 65:16	58:18	material 35:14	MTSs 15:9 61:13	north 50:3
larger 14:14	longer 13:21 33:7	materials 25:7	62:21 64:3,11	northern 45:11
largest 51:13 68:24	60:23	38:18	Muller 3:13 60:16	51:3,9,13 52:6
large-scale 32:8	look 10:19 25:22	matter 30:24 63:21	60:19	53:6 54:7 66:9,17
lastly 38:8	30:5 50:9 59:21	72:16	municipal 30:2	66:22 67:6,15
Latino 52:17 67:6	60:6	McGowan 3:10		68:6,16,21 69:6
law 26:13	looked 44:13	47:16,17,20	N	69:12 70:6,7
lead 64:10	looking 15:7 41:16	mean 40:12	n 2:2	notably 22:8
Leading 21:23	lot 42:14 44:7	means 12:20 19:8	name 4:3 7:23 8:5	Notary 72:7
leak-proof 14:19	low 53:4 69:21	19:17 71:12	20:16 26:11 31:7	Note 7:25
left 57:8	low-income 47:7	measured 63:22	36:3 47:20 55:16	noted 58:22 71:17
legal 64:9,24	low-rise 46:16	measures 27:22	66:5	noticeably 56:8
legislation 38:25		28:4	National 28:17	nuclear 20:4
42:4	M	meeting 1:4 7:7,9	nationally-funded	number 7:23 17:8
legislation-promo...	mail 9:8,13 16:6	7:14 61:2	69:13	35:22 43:5,9
38:17	mailed 6:20 9:12	meetings 15:25	nature 32:12	48:22 49:5,7 56:6
letter 40:5,6	main 42:21	member 31:8 36:4	near 54:20	
level 43:19,24	MAITLAND 2:14	47:21 51:3 55:17	nearest 13:12	O
levels 68:4,17	major 8:20 19:18	55:20,24 66:8	necessary 36:13	objectives 10:22
Lewton 3:6 30:10	68:20 69:8	members 4:10	37:14 71:12	obstacles 64:24
30:11,12	making 8:4 45:16	mention 22:2,9,15	need 5:4 31:18	obstructionist
lidded 12:8,10	49:15 50:15 57:17	32:15 36:18 60:8	56:22 57:18 58:17	40:23
14:21	managed 5:14	mentioned 7:10	59:16,20,23 60:2	obviously 46:2
life 68:8	management 1:3	14:20 35:12 42:15	60:4,5,11	occupied 33:24
lift 15:3	4:18,22,24 8:20	46:13,20	needs 19:5	occurs 12:8
lifts 15:3	16:19 18:5,15	mentioning 11:12	negative 69:20	October 4:20 17:2
light 70:4	27:13 31:21	message 48:6	negatively 68:7	17:2
lighten 53:21	Manhattan 5:19,25	methods 24:24	negotiations 47:25	odor 12:15 13:2
likes 36:20,22	6:3 10:12,16 11:8	Michael 3:5 26:10	neighborhood	23:12 65:11
limit 48:18	15:14,17 33:6	26:11,12	32:13 50:11 68:9	odors 13:3,4,6 65:7
limited 56:24	38:7 41:25 51:3,9	miles 51:10	neighborhoods	offer 19:17 60:13
line 14:12	51:13,14 52:6	Miller 44:8 50:14	21:14 68:19	offers 18:6
liquid 49:3	53:6 54:7 55:18	mind 44:22 54:23	network 67:25	office 44:17
liquor 38:20,20	55:24 60:17 64:13	minimization 29:13	neutralize 13:4	officials 6:20 7:25
list 46:8	66:9,17,22 67:6	minimize 13:16	never 38:14,24	oh 45:20 47:15
listed 9:9	67:16 68:7,16,21	minor 18:13	41:12	52:16 54:16
listening 26:6	69:5,6,12 70:6,8	minutes 8:11	new 1:3,8,8 2:6,6	Okay 35:25
little 36:9,25 38:9	manner 19:3	misting 12:23	4:6,17,22,23 5:4,6	old 10:20
40:8 41:6,25	manual 28:13	mitigate 65:7	5:9,12 6:8 7:2	once 12:9 19:19
60:23	manufacturers	mix 63:4	8:22,23 14:8,15	34:7
loaded 14:22	38:22 39:2	Modern 19:15	15:12 16:19 18:4	one-for-all 41:6
loaders 11:22	manufacturing	moment 7:21	18:5,17 20:24	open 12:11,19,21
local 19:14,24 29:3	22:12 26:24,25	monitored 25:17	21:3 22:13,22	26:22 55:10
55:22 65:8 67:3	map 10:6 13:9	month 16:23	27:13 29:9,25	openings 12:4
localized 62:11	maps 23:24 24:3	moratorium 67:14	36:4,15 38:13,14	operated 70:8
locate 37:4 52:9	Marc 1:21 72:7,21	move 42:18 44:8	38:25 61:4 69:3	operates 68:25
53:19 54:3	March 28:18 29:10	moving 67:12,13	72:3,5,8	operating 28:20
located 54:12	marine 1:6 5:16,18	70:11	newly-developed	operation 29:21
locating 62:5	6:8,13 7:2,17 9:18	MTS 5:24 6:9,15	49:25	65:13
location 13:10	9:25 10:7,11,15	10:13,14,14 13:11	nicely 56:10	operational 30:16

<p>operations 34:3 opportunities 39:16 opportunity 4:8 8:2 18:7 20:8 47:18 50:18,19 65:18 oppose 51:7,8 71:11 opposed 13:24 62:9 opposition 66:15 options 11:3 oral 35:6,13 order 8:25 14:2 56:16 61:16 64:25 organization 26:16 27:3 31:12 62:17 67:2 organized 51:25 organizer 66:6 outcome 72:15 outcomes 69:21 outdoor 13:16 69:3 outlined 6:16 outrageous 70:10 outside 12:11 14:24 19:21 out-of-city 10:2,5 15:10,18 out-year 63:13 overwhelming 31:22</p> <hr/> <p style="text-align: center;">P</p> <p>p 2:2,2 package 9:10 page 3:2 70:14 pages 30:19 paid 28:24 Pam 3:9 39:21,23 39:23 40:18 panel 50:24 paper 17:17,18,22 44:14 parameters 64:9 park 22:3,4 23:12 31:16 32:17,20,20 32:25 33:12,20,20 34:2,10,19 42:3,4 42:20 45:5,10,14 45:19 47:22,24 48:10,24 49:16 51:15 54:5,6,8,12 54:20 57:20,24,25 58:12,15,21,21 59:3,4 62:6 parking 34:2 parkland 34:5 44:12 parklands 58:23</p>	<p>parkland's 44:24 parks 20:21 39:11 40:2 47:4 62:13 Parkway 24:16 park-users 32:4 part 10:9,18 16:13 17:20 23:3 35:19 39:18 42:3 57:24 58:4,21 62:16 participate 30:6 particular 19:12 28:24 41:19 55:23 particularly 53:10 53:11 particulate 63:21 parties 72:13 party 54:24 pass 40:5 passenger 42:11 passive 34:7 patterns 29:2 pay 29:5 peak 43:5,9 45:23 46:2 pedestrian 45:18 pedestrians 43:19 Peninsula 48:13 people 15:22 17:7 34:10 40:16 44:7 percentage 63:6 perception 41:18 Performance 28:5 permanent 46:23 permit 16:14 44:25 56:18 71:9 permitted 45:4 permitting 45:3 person 58:15 personally 57:22 59:7 phasing 63:8 philosophy 50:11 photograph 14:25 pick 9:11 12:13 picked 11:23,25 36:21 picks 12:4 picture 57:9 piece 45:4 57:16 pier 11:16 23:7 32:15 33:22,23 34:4 42:2,7,15,17 46:23 50:4,15 60:5 piers 33:13 48:3,11 place 12:5,13 15:4 38:4 40:23 59:2</p>	<p>placed 6:22 12:2 17:10 plagued 20:24 plan 1:3 4:19,19,23 4:24 7:19 8:20,23 16:8,20 18:5 31:21 38:10 39:19 48:8 49:8 51:7,9 52:2,19 53:14,17 53:19 55:11 61:12 61:15,19 62:8 64:10 67:23 71:5 71:12 planned 22:14 34:18 53:8 63:8 planning 29:9 31:14 37:17 43:2 49:4 56:21 plans 22:16 50:14 plant 51:14,17 54:14 plants 68:24 plastic 39:3,6 plastics 38:23 platform 67:8 playground 34:6 please 7:20 8:5,13 20:7 54:24 PM10 63:22 PM2.5 63:22 point 7:5 17:15 22:12 43:11 45:20 49:8 53:25 56:16 57:18 points 27:10 policies 19:16 policy 36:6,11 37:22 67:20 policy-making 52:7 52:14 polluting 51:12,24 52:16,20 54:17 55:4 67:15 68:10 68:18 69:24 pollution 25:21 52:9 63:9,17 68:18 69:7,19 poor 69:6 population 46:7 port 21:4 51:19,19 Porter 26:14 portion 7:6 position 55:7 possibility 19:13 59:22 possible 58:9 possibly 59:19</p>	<p>potential 7:15 64:16 71:7 power 7:5 20:4 practicable 27:25 precisely 64:8 predominately 67:5 preliminary 56:7 preparation 18:4 preparing 4:17 presence 22:25 present 2:14 38:3 presentation 7:6,8 8:18 9:11 17:14 35:13 President 56:2 60:18,20 61:7 62:9,22 pretty 43:25 prevent 5:11 12:17 prevented 65:9 prevents 23:24 previous 13:24 36:16 prime 47:6 principled 55:7 prior 49:11 70:2 private 9:22 63:16 probably 38:3 44:5 58:13 59:17,23 problem 58:25 67:21 problems 19:23 20:5 68:21 proceedings 72:11 proceeds 30:7 process 15:23 27:12 30:7 45:3 47:23 50:6 processes 25:6 processing 15:16 62:20 71:9 produce 71:10 produced 25:3 production 18:22 25:2 products 39:3,4 program 6:8,10,15 9:19 10:22 17:21 38:12 programs 5:10 39:14 projected 60:9 63:14 projects 32:11 46:9 promised 58:18 promote 39:8 pronounce 65:23</p>	<p>property 11:15,17 59:3 proposal 66:18 68:13,14 proposed 1:5 5:17 6:12,14 7:2 9:17 14:15 21:21 27:4 27:15,23 28:23 40:6 56:11,13 61:3 62:20 proposing 41:8 56:15 Protection 28:12 protest 51:25 provide 8:12 11:2 39:15 provided 8:14 provides 18:12 proximity 62:14 public 1:4 3:2 6:23 7:6,13 15:24 17:11 23:3,6,7,10 23:11 27:17 36:6 36:11,13 37:22 42:14,17 47:19 49:19 64:25 65:5 69:17 70:5 72:7 publication 17:4 pursuing 71:4 push 11:22 put 40:14 51:15 52:16 54:10,13,17 54:19 61:23 putting 37:9 53:14 55:3 69:23 P.E 2:4 p.m 1:9 71:17</p> <hr/> <p style="text-align: center;">Q</p> <p>qualities 25:9 quality 22:22 34:12 34:14 56:18 68:8 68:21 69:6 quantities 22:25 quantity 19:20 29:14 Queens 5:19 9:24 10:17 question 20:23 21:14 questions 19:2 21:20 22:17 25:24 33:10 48:25 queue 14:3 56:25 59:3 queued 13:23 queuing 13:17,17</p>
--	---	--	---	--

29:2 43:2,12 58:25 65:8 quickly 23:21 quite 40:3 44:14 quote 33:3	39:5 recyclables 15:13 recycle 5:10 recycling 8:22 15:15 17:18,19 19:9 29:13 38:12 39:9 recycling-type 39:17 red 13:11 14:12 redefine 34:21 redesigning 13:15 reduce 10:24 12:24 27:22 reduced 19:11 29:16 reducing 19:19 reduction 19:6 38:13 39:17 reevaluation 60:3 refer 4:23 30:14 reflect 42:23 reflected 41:17 refused 21:12 region 69:20 registration 9:4 regrets 60:21 regulations 27:16 regulators 6:22 regulatory 28:19 Rehabilitate 15:8 rehabilitating 9:24 relate 26:2 50:16 related 37:11 72:12 relatively 36:4 released 61:12 relevant 22:20 relocation 44:6 48:8 50:13 rely 5:9 remains 21:14 remarks 35:6 removal 48:2,11 renovation 42:13 49:14 reopen 66:19 67:24 67:25 reopening 62:12 repeat 56:12 replace 4:19 report 28:18 Reported 1:21 reports 30:17 repositories 6:24 17:12 represent 20:20 representatives	4:12 representing 56:2 reproducing 54:25 request 48:7 49:12 49:17 50:5,12 require 7:12 39:2 required 28:2 requires 29:15 61:15 residence 13:14 62:7 resident 58:12 residential 18:19,24 19:7 22:13 24:9 27:2 32:10 34:19 37:13,18 38:6 46:6,9,11,14,16 62:15 63:3,5 residents 32:4 47:7 67:6 68:16 70:6 respect 14:10 respiratory 68:5 69:10 responsible 4:14 31:21 61:9 rest 47:9 restoration 47:24 result 24:14 reuse 5:11 19:8 review 4:15 7:16 9:16 27:12 54:21 65:5 revised 40:11 59:13 revision 41:18 revisited 24:20 rezoning 26:25 37:18 re-zoning 29:8 rich 54:18 Rick 3:13 60:16,19 rid 49:2 right 15:23 17:17 41:4 42:16 43:23 52:23 53:22 54:20 river 22:3,5 25:14 25:16,17 29:19,23 31:16 32:17,20 33:5,12,20 34:2 41:23 42:3,4 45:5 45:5,7,14 47:22 47:24 48:10,24 49:16 57:20 59:18 61:6 Riverside 22:4 32:20 33:20 42:8 42:20 62:16 roadways 57:5	roll-up 12:20 room 17:22 roughly 16:11 Route 48:5 routes 13:12 23:21 23:25 24:2,3 run 16:2 47:4 running 36:23 runs 32:18 Russo 1:21 72:7,21	separation 39:8 September 5:4 16:16,20,23 SEQRA 28:2 series 25:25 served 11:6 52:8 service 36:23 services 36:14 serving 67:4 set 57:13 72:17 Seven 21:17 24:8 36:5 Seven's 20:18 seven-day-a-week 36:14 sewage 51:14,16 68:24 shadows 29:19 34:13 share 31:17 sheet 7:22 9:5 35:22 ship 42:11 shipping 25:5 short 7:5 8:17 27:10 showing 8:19 13:9 24:13 shows 10:6 13:11 14:8 side 1:7 15:5 30:13 33:2 36:8 41:21 42:16 48:4 59:19 59:24 60:10 Sierra 55:20 sign 7:22 signed 71:15 similar 36:17 simply 11:14 59:5 sit 12:3 site 14:5 23:6 28:9 32:19 34:14,23 36:12 43:2,6,8,12 61:20 sites 7:2 10:8 23:4 41:7,13 50:9 53:9 62:2 63:25 64:12 64:16,17,20 siting 27:16 28:19 30:7 62:4 67:14 sits 21:18 six 14:7 23:20 35:8 37:16 51:17 68:22 size 69:22 slash 9:21 slide 11:4,24 12:11 slides 8:19 slightly 14:14
R			S	
r 2:2 72:2 racism 54:15 71:3 rail 9:21 10:23 61:8 raise 31:13 Ramos 3:11 50:21 50:22 ramp 11:19 13:23 14:2 24:15 ramps 13:21,22 ran 35:19 rapid 12:20 rate 52:24 53:3 rates 69:11 RC 40:19 reactivating 10:19 read 20:20 real 7:13 18:20 19:2 realistic 48:21 49:7 reality 68:12,13 really 30:13 40:2 46:5 47:8 49:6 59:15 reason 51:8 reasons 59:14 rebuilding 61:3,13 Rec 47:3 receive 8:25 received 16:25 receives 17:17 receiving 15:13 receptor 13:13 receptors 13:7 65:15 recognize 52:12 66:11 67:17 recognizing 52:21 recommendations 28:11,16 recommends 62:23 reconfiguration 49:14 reconstruction 28:8 record 7:20 8:4 35:15 recreation 34:7 47:4 recreational 22:7 47:6 50:3 rectangular 11:18 recyclable 38:18,22			s 2:2 safeguards 23:18 sanitation 2:5,8,10 2:12 4:7,17 5:15 27:24 33:25 34:21 35:11 36:19 37:8 37:16 38:12,15 48:2,12 50:7 51:21 53:18 69:2 70:8 Sanitation's 27:15 31:18 Sarah 2:12 4:10 saturated 24:4 saying 52:18 scattering 41:2 50:9 scenarios 63:15 schedule 40:14 school 62:6 69:17 scope 19:4 32:2,6 32:22,25 33:9 34:11 56:5 60:13 62:24 66:12 scoping 1:4 6:17,19 9:2 15:24 16:5,9 18:12 26:3 42:22 43:14,16 44:5,21 45:8 46:4,20 47:2 seals 14:20 second 27:21 43:24 section 30:19 31:15 33:5,12,13,14 41:24 see 14:12,14 17:9 38:14,24 42:25 44:15 49:9 seen 23:23 45:22 segmented 27:19 50:6 senior 55:21 sense 57:22 sensitive 13:7,13 65:14 separate 35:11 separated 27:14	

slots 12:2 slow 48:8 slowly 8:6 small 51:23 smell 23:2 49:18 smelly 23:10 solid 1:3 4:18,22,25 5:13 8:20 16:14 16:19 18:4,14,23 19:20 27:13 29:15 30:2 31:23 59:12 61:10,22 64:14 solving 19:18 soon 42:18 sorry 47:15 65:23 sort 25:15 43:22 57:8 source 39:8 53:15 53:21 south 22:4 32:21 33:20 42:8,20 50:4 62:16 space 49:15,19 56:24 58:2,12,15 61:18 Spanish 2:15 7:12 speak 7:24 8:2,9,11 42:21 50:23 71:15 speaker 7:21 9:4 18:2 20:13 26:10 30:10 31:4 39:21 47:12 55:14 60:16 65:21 speakers 3:2 42:6 43:4 49:11 speaking 40:3 60:17 specially 14:17 specially-designed 14:18 spelled 63:11 spring 22:8 33:16 square 11:18 51:10 58:8 ss 72:4 stack 44:14 stadiums 39:11 staff 4:10 staging 10:20 start 35:4 starts 57:10 state 5:6 8:5 16:12 42:4 72:3,8 statement 5:8 7:8 7:19 9:8 29:7 41:20 59:14 66:13 statements 8:10	Staten 6:5,7 17:20 21:9 state-of-the-art 5:15 13:2 30:14 station 1:6 5:16 6:14 7:17 9:18 11:11 17:17 27:5 27:24 28:20 29:22 30:4 48:19 54:2,4 54:11,20 56:9 58:23 61:5 66:20 67:23 70:12 stations 5:18 6:9 7:3 9:23,25 10:7 10:12,16 11:7,14 13:25 21:19 27:17 28:13 53:15,20 status 29:12 steadily 20:2 stenographer 8:7 Steve 3:8 35:2,3,21 35:25 36:3 storage 11:21 34:3 48:9 strategy 28:19 67:12,14 Strauss 3:8 35:2,3 35:21,25 36:3 stream 19:6,11 63:4 63:19 street 1:5 2:5 5:24 6:13 10:13,13,14 10:20 11:11 13:10 13:18 14:2 15:11 15:12 17:16 21:25 23:5 24:15 26:19 26:19 27:6 28:23 29:8 34:17,22 35:20 39:11 42:19 45:10,11,12 46:15 46:18 47:3 49:9 53:8,10,11 54:6 55:10 56:10 60:3 61:5 66:19 67:22 70:3,12 streets 24:5,7 29:4 57:13 65:9 strictly 24:9 strides 21:6 strong 57:22 studied 48:23 49:20 studies 24:13,19,21 24:25 43:14 45:21 50:17 study 29:18 30:23 30:25 45:9,23,24 46:2 49:17 50:13	64:2,22 65:17 69:13,19 subject 25:20 submit 9:7 26:5 submitting 25:25 27:7 suffered 52:6 suffers 69:15 suggest 49:21 suitable 64:2,4 sulfur 63:10 support 53:19 55:9 supported 5:7 61:8 supporting 38:25 supportive 40:25 sure 7:20 26:8 29:2 41:8 43:3,25 44:11 surrounding 21:25 22:23 25:9 32:12 32:25 34:16,23 suspect 59:23 Sustainable 28:6 swimming 22:9 50:2 SWMP 4:24 5:4,6,9 5:13 16:22 18:10 55:25 system 12:15,17,23 13:2 20:9 SZARPANKSI 2:4 Szarpanski 4:2,3 20:12 26:7,9 30:9 31:3 34:25 35:16 35:24 39:20 40:15 47:11,15 50:20 55:13 60:15 65:20 66:2 71:13	tenants 32:5 term 4:4,6 5:13 8:21 71:2 terminals 39:10 42:11 51:20 terms 40:24 58:11 58:14 65:14 testified 50:24 testing 25:10 thank 8:16 18:3 20:12 26:5,7 30:7 30:9 31:2,3 34:23 34:25 35:24 39:20 47:10,11 50:18,20 55:12,13 60:14,15 65:18,20 66:2 71:13,16 thanks 31:7 36:2 39:19 47:17 thing 53:24 58:19 things 39:18 59:19 think 35:17 37:7,21 42:9 43:8 45:17 47:8 59:9,20 65:21 thinking 37:23 third 15:25 28:22 58:11 62:19 Thirteen 25:12 thorough 60:12 three 8:10,20 10:11 10:15,16 11:6 12:2 22:24 35:23 51:20 63:15 three-day 40:9 till 16:6 time 12:21 16:22 26:4 27:10 40:12 45:22 47:10 71:17 timeline 15:20,21 times 45:24,25 46:3 tipping 11:20 14:6 61:17 today 27:9,18 toll-free 17:6 tonight 4:9 6:11 7:4 8:9,17 9:3 21:20 26:4 42:6 50:23 56:3 tons 23:13 top 51:15 total 10:15 18:22 19:6 63:6 tower 46:11 towers 46:10,15 Trade 28:8 53:12 53:16	traffic 10:25 23:24 24:14 28:25 30:19 30:23,24,25 34:9 34:12 39:9 42:24 45:21,23,24 46:25 49:18,23 50:16 65:12 69:25 trailer 10:24 train 69:4 transcript 72:10 transfer 1:6 5:16,18 6:9,13 7:3,17 9:18 9:23,25 10:7,11 10:16,24 11:7,10 11:14 13:24 17:16 21:18 27:5,16,24 28:13,20 29:15,21 30:4 36:19 38:3 53:14,20 54:4,10 54:19 61:4 66:20 67:23 70:12 transformation 19:14,16 Transit 69:4 translation 7:12 transport 5:22 11:3 19:24 Transportation 20:18,21 transported 18:25 19:21 transporting 19:11 61:10 trash 21:13,15 treatment 51:14,17 68:24 trigger 69:9 truck 13:16,17 28:25 48:9 51:21 62:11,19 63:2 65:8,12 69:25 71:7 trucks 11:19 13:12 13:23,25 14:7 23:13,16,22 24:8 24:11,17 42:18 43:5,8,9,10,18 45:15 48:3 49:5 56:24 58:25 63:11 68:3 70:7 71:6 true 72:10 trust 58:5 try 40:19 trying 21:4 23:20 44:8 45:13 58:16 turn 7:24 38:9 turnaround 40:9
		T		
		T 72:2,2 take 7:21 24:16 26:4 31:21 49:15 54:15 55:7 56:5 56:20,22 58:3,16 taken 14:22 40:23 61:23 63:12 72:11 takes 44:20 talk 36:25 53:7 70:10 talking 21:19 59:12 tap 12:6 tear 24:7 technical 64:8,24 technologies 19:9 ten 14:5 15:24 16:2 17:12 24:21 43:8		

<p>Twelve 25:8 two 18:9 19:18 22:21 30:13,18 33:17 41:7 46:10 46:14 51:19 62:13 63:8 68:23 69:3 type 15:2 36:17 39:3 typical 11:9 15:2</p> <hr/> <p style="text-align: center;">U</p> <p>ultra-low 63:10 unconvention 46:22 underestimated 46:6 underestimates 32:9 undergo 27:17 42:12 undesirable 36:13 36:17 37:14 Unfortunately 18:10 unhappy 59:7,8 unique 20:7 units 23:17 26:22 62:15 University 69:17 unloading 10:2 15:10 61:21 Upper 30:12 59:24 Uptown 71:10 up-to-date 29:12 urge 39:7 67:22 usage 21:22 22:22 23:3 usages 23:10 use 8:15 15:11 23:6 23:25 24:3 25:6 28:9 32:25 33:17 33:22 34:13 38:2 38:2,17,22 43:21 46:23 48:21 61:8 63:9 64:25 uses 27:2 32:10 33:4 34:19 41:22 49:25 50:3,7 51:22 utilize 10:25 U.S 28:11</p> <hr/> <p style="text-align: center;">V</p> <p>vacuum 68:15 vain 40:20 various 11:5 65:2 Vaughan 2:10 4:11 vehicle 34:2 63:16</p>	<p>69:2 vehicles 10:4 14:5 15:18 30:21 ventilation 12:17 verbally 9:3 versus 24:24 view 15:5 Vincent 3:10 47:16 47:17,20 violate 62:3 violating 58:5 violation 33:25 violations 25:23 Virginia 60:18 virtually 22:15 visit 23:12 Visy 17:19,23</p> <hr/> <p style="text-align: center;">W</p> <p>wait 16:6 walked 65:22 Walter 2:8 4:11 want 18:8 23:12 35:22 45:3 52:19 53:24 54:21,22 56:12 66:15 wanted 43:3 wants 8:9 waste 1:3 4:18,22 4:25 5:11,14,22 5:25 6:5 8:20,22 8:24 9:22 10:2,3,5 10:23 11:21,22,23 11:25 12:5,5,6 14:17,23 15:9,17 16:14,19 18:4,14 18:19,23,24 19:6 19:11,20 20:7,24 22:25 24:23,24 25:3 27:15 28:13 28:20 29:13,15,22 30:2 31:23 35:7 36:19 38:13 39:15 39:17 59:12 61:10 61:22 62:20 63:5 63:16,19 64:2,14 64:22 65:17 67:13 70:11 wasteshed 35:19 waste-to-energy 15:19 19:14,16 water 12:23 22:22 34:14 38:20 55:22 56:14,18 57:23 waterfront 33:5,8 39:25 41:24 42:10 43:21 44:20 49:25</p>	<p>54:6,8 62:2 water's 57:10 way 24:23 25:23 40:24 41:3 43:17 60:2,24 66:21 72:15 ways 61:9 wear 24:6 website 6:23 week 27:18 51:2 weight 53:4 69:21 welcome 4:8 55:19 went 47:14 West 1:5,7 5:23 6:12 10:12,13 11:11 15:11 21:22 24:5 27:5 29:7 30:12 33:2 36:8 41:21 59:19 66:6 66:16 wetlands 25:14 we'll 40:18 54:13 54:19 we're 8:3 12:16 15:6,23 16:4 21:19 25:25 30:23 40:12,15,25 42:25 47:22 52:11,18 59:7 we've 8:14 17:6,10 21:6 23:23 45:22 52:13 WHEREOF 72:17 white 54:17 wildlife 25:18 wish 8:11 WITNESS 72:17 woefully 38:11 women 53:5 wondering 35:4 words 41:11 work 20:21 28:2 worked 58:7,17 working 41:4 55:25 67:4 World 28:8 53:11 53:16 worst 58:14 worst-case 63:15 worth 11:12 writing 44:4 47:10 written 8:13 9:7 27:8 35:13</p> <hr/> <p style="text-align: center;">Y</p> <p>yard 39:14 yards 69:4</p>	<p>year 4:21 23:8 63:14,14 years 5:2 20:25 21:10 22:6 36:7,7 37:17 48:15,23 54:7 57:21 58:3 YMCA 1:7 Yolande 3:14 65:22 65:24 66:4,5 York 1:8,8 2:6,6 4:6 8:23 18:5,17 20:25 29:9,25 36:15 38:13,15,25 69:4 72:3,5,8 York's 21:3</p> <hr/> <p style="text-align: center;">Z</p> <p>zero 67:13 zip 69:12 zoned 22:11 26:25 zones 37:3,12</p> <hr/> <p style="text-align: center;">1</p> <p>1 6:3 1st 16:3 10th 46:15,17 47:5 10004 2:6 11th 16:6 26:19 27:8 46:9,16,17 47:5 12th 2:5 26:20 125th 54:5 135th 10:13 41:10 55:10 66:19 67:22 70:3,12 14th 16:9 15 57:21 16 29:10 161261 1:22 17 3:3 17th 6:18</p> <hr/> <p style="text-align: center;">2</p> <p>20 3:4 5:2 36:7 20-something 43:10 2000 28:18 2001 27:2 29:10 2002 28:14 2003 67:7 2004 1:9 72:11,18 2005 26:23 33:16 21st 1:9 72:11 23rd 72:18 24-hour 23:18 36:14 26 3:5 28th 16:17</p>	<p style="text-align: center;">3</p> <p>30 3:6 31 3:7 34 3:8 360 16:13 39 3:9</p> <hr/> <p style="text-align: center;">4</p> <p>4 6:3 55:18 400 54:4,5,12,13 58:20 62:6 44 2:5 45 66:24 45-member 51:5 47 3:10</p> <hr/> <p style="text-align: center;">5</p> <p>5:56 1:9 50 3:11 30:21 50s 46:10 500 26:22 52nd 10:20 55 3:12 55th 45:11,12 56th 46:18 57th 26:18 29:7 58th 26:19 59th 1:5 5:23 6:12 10:13 11:11 13:10 15:12 17:16 21:22 21:25 23:5 27:5 28:23 34:17,22 35:20 46:15 47:2 53:8,11 56:9 60:3 61:5</p> <hr/> <p style="text-align: center;">6</p> <p>6 6:3 35:12,14,17 6th 16:25 60 3:13 60th 46:18 66 3:14 68 30:19 69 30:19</p> <hr/> <p style="text-align: center;">7</p> <p>7 6:4 7th 40:7 7.25 51:10 7:01 71:17 72nd 24:15</p> <hr/> <p style="text-align: center;">8</p> <p>8th 16:16 17:2,2 40:19 888-NYC-SWMP</p>
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17:9				
<hr/> 9 <hr/>				
9A 48:5				
9th 9:13 16:5 17:5				
91st 10:14 15:11				
41:11				
94 33:13 46:24				
96th 53:10				
97 33:13,22,23				
42:15				
99 42:2 50:4,15				
60:5				
99's 32:16				