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The Port Authority of New York & New Jersey
Public Hearing -- Toll & Fare Proposals
August 16, 2011
Newark Liberty International Airport - 8:00 a.m.

JANE ROSE REPORTING
Barbara DeVico, Court Reporter

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<p style="text-align: right;">Page 2</p> <p>APPEARANCES</p> <p>HEARING OFFICER Michael Francois, PP, AICP</p> <p>SPEAKERS William Kennedy Robert Foster A.J. Sabath Wayne Richardson Ric Principato Roger Ellis Mickey Harris Phil Testa Edward Atkin Joy Atkin Cynthia German Marciano Paylin Chip Hallock James Lynch Cathleen Lewis Jack Cialo Cliff Heath</p>	<p style="text-align: right;">Page 4</p> <p>1 HEARING OFFICER FRANCOIS: Okay. 2 We're going to get going with the public hearing. 3 It's 8:00. 4 My name is Michael Francois. I'm 5 chief for real estate development for the Port 6 Authority of New York and New Jersey. I will be 7 serving as a hearing officer for today's public 8 comment meeting. 9 Okay. The purpose of this hearing is 10 to inform the public about the Port Authority's 11 proposed toll and fare increase on its interstate 12 bridges and tunnels and on the Port Authority rail 13 system and to solicit comments on the proposal. 14 To fully solicit comments from the 15 public, the Port Authority is holding the most 16 number of hearings it has ever held for a revenue 17 proposal: Eight over the course of the day in 18 locations throughout New York and New Jersey as 19 well as in one additional hearing online. 20 To provide everyone who wishes to 21 speak with an adequate opportunity to be heard, 22 anyone who has not yet registered and who wants to 23 provide comments at this meeting must register at 24 the registration desk at the entrance to this room 25 by 8:30 a.m, 30 minutes from now.</p>
<p style="text-align: right;">Page 3</p> <p>TABLE OF CONTENTS</p> <p>Proceedings.....Page 4</p>	<p style="text-align: right;">Page 5</p> <p>1 Spanish translators are available for 2 speakers who wish to deliver their comments in 3 Spanish. ASL interpretation is also available. 4 General information and copies of 5 notice of today's hearing are available at the 6 registration table. All comments presented at 7 this hearing and those submitted and received by 8 7:00 p.m. on August 16th, 2011, will be accepted 9 by the Port Authority in consideration of the 10 actions that are subject at this hearing. 11 Written statements should be sent to 12 Public Hearing Comments, 225 Park Avenue South, 13 18th floor, New York, New York, 10003 or 14 submitted online at www.panynj.info. 15 The Port Authority Board of 16 Commissioners will receive a copy of today's 17 transcript and any written comments received prior 18 to the deadline. 19 At this time, I will make a short 20 opening statement explaining the Port Authority's 21 toll and fare proposal and why the Port Authority 22 believes a toll and fare proposal is necessary. 23 The toll and fare proposal under 24 consideration is as follows: 25 Tolls for autos using E-ZPass on</p>

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<p>1 Port Authority's crossings to increase from \$6 to 2 \$10 round trip for off-peak travel and from \$8 to 3 \$12 dollars in peak hours. An additional 2-dollar 4 increase during peak and off-hours will be 5 implemented in 2014.</p> <p>6 A cash toll surcharge of \$3 to 7 increase the cash rate from \$8 to \$15 during peak 8 period in 2011 for the 25 percent of toll payers 9 who still use the optional cash system similar to 10 MTA. The surcharge will increase by an additional 11 \$2 in 2014.</p> <p>12 Truck tolls for using E-ZPass 13 off-peak to increase from \$7 to \$13 round trip and 14 peak from \$8 to \$14 with an additional 15 2-dollar-per-axle increase in 2014 for both 16 off-peak and peak hours.</p> <p>17 A similar cash surcharge of \$3 per 18 axle will be applied to trucks in 2011 that 19 continue to use the optional cash system with an 20 additional \$2 per axle in 2014.</p> <p>21 There will be no toll increase in 22 2011 on trucks that cross during the overnight 23 discount period, and the Port Authority will 24 expand this overnight period an extra two hours 25 each weekday night from 10 p.m. to 6 a.m.</p>	<p>1 historic economic recession that has sharply 2 decreased revenue below projections; two, more 3 than \$6 billion in security costs since 9/11 which 4 have more than tripled from pre-9/11 security 5 costs; and, three, the costs of rebuilding the 6 World Trade Center site, which is estimated at 7 \$11 billion.</p> <p>8 The proposal comes only after the 9 Port Authority has initiated an aggressive 10 cost-cutting plan starting in 2008 to manage its 11 resources as the impact of the economic recession 12 became clear, cutting \$5 billion in capital 13 projects and deferring billions more, holding 14 operating expenses at zero growth for three 15 consecutive years, and cutting agency head count 16 to the lowest level in 40 years, and an 11 percent 17 reduction of our police staff in the last five 18 years.</p> <p>19 Port Authority does not receive 20 tax revenues, making its toll and fare structure 21 the primary way to fund the region's critical 22 interstate transportation network.</p> <p>23 At this point, after a multi-year 24 effort to control spending in recognition of 25 declining capital capacity, failure to act would</p>
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<p>1 Previously, it's been 9 to 6 a.m. 2 Fully preserving the Staten Island 3 Bridge discount plan for E-ZPass users, giving 4 these frequent users a 50 percent toll discount on 5 peak E-ZPass toll.</p> <p>6 In addition, qualified 7 energy-efficient vehicles with GreenPasses will 8 see no toll increase during offpeak in 2011, and 9 the carpoolers' discount rate is preserved in 2011 10 with a 50 percent discount off the E-ZPass 11 peak-hour rate. Both GreenPasses and carpoolers 12 would see a 2-dollar increase in 2014.</p> <p>13 The base PATH fare would increase 14 from \$1.75 to \$2.75 in 2011 with the average fare 15 increasing to \$2.10 from \$1.30 given the steep 16 25 percent discount, which will be fully 17 preserved.</p> <p>18 The 30-day unlimited pass will 19 increase to \$89 from \$54.</p> <p>20 The proposed toll and fare 21 increase will fully fund a \$33,000,000,000 10-year 22 plan which then should generate over 167,000 jobs.</p> <p>23 This toll and fare proposal is 24 necessary because the Port Authority is facing 25 three unprecedented challenges at once: One, an</p>	<p>1 risk 240 critical infrastructure projects and 2 thousands of jobs and will prevent the largest 3 overhaul of the agency's aging facilities in it's 4 90-year history.</p> <p>5 Projects contingent on the 6 proposed toll fare plan include:</p> <p>7 The first replacement of all 592 8 suspender ropes at the 80-year-old George 9 Washington Bridge, the world's busiest crossing, 10 joining other suspension bridges like Golden Gate 11 and RFK, which have already replaced theirs; the 12 replacement of the Lincoln Tunnel helix. It will 13 require major lane closures and load restrictions 14 if not replaced.</p> <p>15 The raising of the Bayonne Bridge, 16 which will solve current clearance problems 17 preventing the post-PANAMAX ships from accessing 18 key ports.</p> <p>19 Significant security investments 20 at the region's airports, including the 21 installation of security barriers.</p> <p>22 The complete replacement of 340 23 PATH cars; the replacement of 100-year-old signal 24 system and duct bank network, upgrade PATH 25 security with tunnel hardening and migration</p>

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<p>1 measures and rehabilitate the system's aging 2 stations. 3 We will now begin the public 4 comment portion of the hearing. 5 In order to give everyone an 6 opportunity to speak, we require that speakers 7 keep their oral presentation to no more than three 8 minutes. 9 Please note that a timer is placed 10 on the table in the front of the room and will 11 count down to three minutes. We remind you to be 12 considerate of other speakers and conclude in a 13 timely fashion. 14 I will call the names of those who 15 have preregistered and are here to speak. I will 16 read the name of the person who is first and the 17 two names on the list that will follow so that 18 everyone will be aware of the order in which they 19 will be speaking. 20 When it is a person's turn to 21 speak, that person should use the microphone 22 available. When you come forward to offer 23 comments, I ask that you identify yourself; give 24 your name and your organization affiliation, if 25 appropriate, for the record.</p>	<p>1 knows why the public is here. This is about an 2 opportunity. Whenever there is something better, 3 it leads to more. "Better" means more jobs, more 4 opportunity. That's what we're all about here. 5 As far as the project is concerned, we 6 have to do work to make our area more attractive. 7 We have to improve. As far as the opportunities, 8 it's been -- the refurbishment program, we at the 9 Essex County Building Trades Council anxiously 10 await any obstacles to help you reach your goal. 11 As far as us, the plumbers, we've been 12 at 50 percent unemployment for the last two, two 13 and a half years. And like I said, raising the 14 Bayonne Bridge, it's going to lead to work. Work 15 is going to lead to jobs. Raising the bridge, 16 bigger shifts, increased warehouses, work 17 opportunities for the plumbers and all trades. 18 As far as the increases for the Port 19 Authority, we have dedicated 100 percent of the 20 increases, really, to the PATH, so it's a 21 no-brainer. 22 As far as the funding, going forward, 23 I think we all learned we can't burden future 24 generations with borrowing. We're all in favor of 25 paying as we go.</p>
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<p>1 If you have a written version of 2 your comments, please provide them to the staff at 3 the registration table at the entrance or back of 4 the room so that the comments can be included in 5 the final transcript of the proceeding. 6 Finally, we remind you that the 7 purpose of this hearing is to afford you an 8 opportunity to make statements and comments about 9 the proposed toll and fare increase. This is not 10 a question-and-answer period. It is an 11 opportunity for you to present your views so the 12 Port Authority can consider them in making any 13 final determination. 14 I'm going to now call the first 15 three names. William Kennedy is first, Robert 16 Foster is second, A.J. Sabath is third. 17 William Kennedy. Mr. Kennedy? 18 AUDIENCE MEMBER: Good morning. 19 William Kennedy. 20 William Kennedy, Plumbers Workers 21 Local 24, Essex County Building Trades. 22 We're here to speak on behalf of and 23 wholeheartedly enforce the Port's planned 24 expansion of \$33 billion in capital improvements. 25 Speaking here this morning, everyone</p>	<p>1 So I'm not going to prolong it. I'd 2 just like to thank you for the opportunity to 3 question it, and we wish you well. Thank you. 4 HEARING OFFICER FRANCOIS: Next 5 speaker, Robert Foster. 6 AUDIENCE MEMBER: Good morning. 7 My name is Robert Foster. I'm a member of 8 Electrical 1153 in Bloomfield, New Jersey. I'm a 9 resident of Union County. 10 And after watching our nation's 11 economy come to a halt today, the national leaders 12 in Washington, D.C., the raising of the national 13 debt, I can say with certainty that I do not want 14 the same thing to happen to this meeting. 15 The Port Authority is going to 16 investigate issues. If we have capital needs that 17 will help the region moving forward, we should act 18 like grownups and work to meet them. If we need 19 to find a responsible, fair way to pay for these 20 capital improvements, we should do that too. 21 Do we really want to use the federal 22 building and its mounting debts as a fiscal model 23 for our home needs and operation? I would say no. 24 We must match our capital needs to a funding 25 source. Let's not pass the cost to our children</p>

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<p>1 and our children's children. 2 I, my wife, and my entire family, we 3 and I am thrilled. I accept these as the cost of 4 living in a civil society. We should be grateful. 5 We should pay for what we get. 6 As far as parking, taking the PATH to 7 town, paying for the tolls, because of the parking 8 in New York City, I might actually save money. 9 Another thing, as a construction 10 worker, I can tell you unequivocally that the work 11 being proposed will not only increase jobs for us, 12 but it will save many businesses. 13 The construction industry as a whole 14 is a contract with unemployed people. Plain and 15 simple, residential, commercial construction is at 16 a near halt. Contractors are actually bidding 17 jobs with no profit margin at all. It's just 18 hoping to keep the lights on until things get 19 better. 20 Port Authority capital has employed 21 more than 185,000 jobs; not just in the 22 construction industry, but suppliers and 23 non-laborers. Obviously, these projects are 24 proposed because they are needed. 25 What I ask is for the -- that jobs be</p>	<p>1 We commend the Port Authority of New 2 York and New Jersey for seeking public comments on 3 a very important toll and fare increase on the 4 bridge, tunnel, and the Port Authority rail system 5 as well as the Port Authority interstate 6 transportation network. 7 The Building and Construction Trades 8 Council of New Jersey supports the toll increase; 9 but, more importantly, supports the \$1 billion of 10 additional investment in revenue to help pay for a 11 10-year, 33 billion-dollar project that's going to 12 create over 100,000 jobs. 13 It's going to include the 14 redevelopment of the World Trade Center, the 15 raising of the Bayonne Bridge, and a lot of other 16 opportunities to put our men and women in the 17 building trades back to work. 18 This investment will provide valuable 19 jobs, spur the economic growth, and pay dividends 20 for generations to come. New Jersey's slowing 21 economy and the dismal outlook has caused 22 tremendous financial strain on working men and 23 women in New Jersey. 24 Our state's unemployment rate has 25 declined over a three-year period of time.</p>
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<p>1 created at a time when they are fiscally needed. 2 We need to maintain our infrastructure. We need 3 to pay for what we spend. We need jobs. We need 4 jobs. 5 <i>For the previous reasons I support the</i> 6 Port Authority capital plans and toll and fare 7 hike. 8 I thank you for this time and for the 9 opportunity to speak. Thank you. 10 HEARING OFFICER FRANCOIS: Thank 11 you. Let me repeat. If you have any written 12 comments, make sure you give them to the 13 registration table in the back. 14 AUDIENCE MEMBER: Thank you. 15 Good morning. My name is A. J. Savage, and I'm 16 here on behalf of the New Jersey Building 17 Construction Trades Council and representing the 18 president, Bill Mullen, who could not be here. 19 We represent 15 affiliated trade 20 unions in the construction industry, 13 local 21 building trades councils, and more than 100 local 22 unions over 150,000 rank-and-file members. As you 23 can see, we're pretty well represented here this 24 morning and around the state at the public 25 hearings.</p>	<p>1 Overall, the average unemployment rate among the 2 building trades ranges three to five times higher 3 than the state average of 10 percent at 30 to 4 50 percent. 5 <i>We understand that our national and</i> 6 state economy did not weaken overnight. We also 7 recognize the painful reality that these economic 8 deficiencies won't be corrected tomorrow or by one 9 silver bullet. But we're here this morning and 10 we're at other hearings throughout the New York 11 metropolitan area because it's our sincerest and 12 selfish hope that an immediate byproduct of the 13 Port Authority's 33-billion-dollar capital plan 14 will be to generate swift employment opportunities 15 for the men and women of the New Jersey Building 16 and Construction Trades Council. Thank you. 17 HEARING OFFICER FRANCOIS: The 18 next three speakers will be Mr. Wayne Richardson, 19 Rick Principato, and Roger Ellis. 20 AUDIENCE MEMBER: Good morning. 21 I'm Andy Wayne Richardson. I was born and raised 22 in Newark, New Jersey. I still live there. I'm 23 president of Labor Local 55 and am presently a 24 commissioner on the Newark Central Planning Board. 25 But today I'm here to talk about the condition of</p>

<p style="text-align: right;">Page 18</p> <p>1 the city I love. Today I'm here to voice my 2 support for the Port Authority's Capital Plan and 3 the necessary increase in tolls and fares to pay 4 for it. 5 I've heard people say it was 6 government bureaucracy. Using that example, I can 7 clearly see why the Port Authority's plan needs to 8 be supported. 9 If a child came home with a serious 10 illness, would you tell them that they can't go to 11 the doctor because saving them costs money? No. 12 You would get your loved one the help they need. 13 Some things are just too important. 14 We can't afford to ignore the fact 15 that our transportation infrastructure is aging, 16 deteriorating, and overused. Our safety and 17 economy and quality of life are greatly impacted 18 by this issue. We can no longer ignore this. 19 Something must be done. Newark residents can 20 support their families, and working people will 21 benefit from the implementation of this plan. 22 With the improvements to PANAMAX 23 route, large capacity ships could be restored, and 24 raising the Bayonne bridge will give us -- give 25 those larger ships access to our Staten Island and</p>	<p style="text-align: right;">Page 20</p> <p>1 Jersey. Thank you. 2 AUDIENCE MEMBER: Good morning. 3 I'm Ric Principato from the New Jersey Chamber of 4 Commerce. I'd like to read the statement from the 5 president and CEO, Thomas Bracken. 6 The New Jersey Chamber of Commerce 7 supports a strong, modern transportation 8 infrastructure. Our transportation initiative, 9 part of the Chamber's platform for progress, has 10 worked to -- as our Website has stated since 11 2004 -- to ensure the transportation 12 infrastructure of New Jersey and continues to be a 13 major contributor to a healthy economy for 14 sufficient funding, critical projects, and 15 maintenance activities. 16 We appreciate the Port Authority of 17 New York and New Jersey is responsible for a wide 18 variety of projects, including building and 19 maintaining our ports, bridges, tunnels, and roads 20 and providing security for them all while also 21 rebuilding the World Trade Center site in New York 22 City. 23 Furthermore, the New Jersey Chamber 24 feels it is vital to raise the Bayonne Bridge and 25 support much-needed upgrades to the George</p>
<p style="text-align: right;">Page 19</p> <p>1 New Jersey ports. 2 If we don't do the necessary upgrades, 3 we run the risk of losing business and good-paying 4 jobs to other port cities such as Norfolk and 5 Boston. 6 It isn't just about improving the 7 infrastructure. It's just as much about the 8 quality of life and a healthy infrastructure 9 support. From a personal perspective, if you had 10 a threat against the family, you wouldn't just 11 ignore the threat and wish it away. No, you 12 wouldn't. You would take the necessary steps to 13 ensure your family's safety. 14 Unfortunately, especially since 9/11, 15 the Port Authority has had to spend more to ensure 16 the safety and security of the region. We can't 17 ignore the reality of the threat. The Port 18 Authority's capital plan will address security 19 issues. 20 I hope the Port Authority will take 21 the responsible steps to maintain and improve our 22 nation's infrastructure. 23 And remember this number: 24 167,000-plus jobs. We need them desperately 25 around this country, and especially here in New</p>	<p style="text-align: right;">Page 21</p> <p>1 Washington Bridge and Lincoln Tunnel as well. 2 We applaud the leadership of the Port 3 Authority of New York/New Jersey in their efforts 4 to look forward. 5 We look to the leadership in Trenton, 6 Albany, and at the Port Authority to agree on the 7 plan that keeps our infrastructure strong and our 8 communities, goods, and economy moving. Thank 9 you. 10 HEARING OFFICER FRANCOIS: Next, 11 Roger Thomas. 12 AUDIENCE MEMBER: Good morning. 13 My name is Roger Thomas. I am government affairs 14 representative for Heavy Construction Labor Local 15 472. Our members build the transportation and 16 utility infrastructure in the 12 northern counties 17 of New Jersey. 18 On behalf of our business manager, 19 Tony Olivera, and on behalf of 7,000 active 20 members of our local -- some of them are in this 21 room today -- we stand in support for the Port 22 Authority's 10-year program. 23 We applaud the Authority's vision of a 24 long-term investment in our region's economy at a 25 time when our aged bridges are crumbling, our</p>

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<p>1 roadways are obsolete and our airports are 2 overcrowded, the Port Authority (unintelligible). 3 When other public entities burden 4 future generations to increase debt, the Authority 5 has developed what we believe is a fair and 6 common-sense plan to actually pay for its capital 7 planning, investing in projects such as raising 8 the Bayonne Bridge, expanding the port facilities 9 in Newark, rehabilitation of the George Washington 10 Bridge, the Lincoln Tunnel helix repairs, and 11 reconstruction of the World Trade Center further 12 represent the Port Authority's commitment to the 13 economic development of our region. 14 From our perspective, failure to raise 15 the revenues of the capital plan is not an option. 16 The program would generate hundreds of thousands 17 of good-paying jobs to give benefits desperately 18 needed by our members and other tradesmen while 19 generating millions of dollars in economic 20 activity. 21 We urge the Authority to move forward 22 with their capital plan and impose the toll 23 structure. Thank you. 24 HEARING OFFICER FRANCOIS: I have 25 two more registered speakers. Anybody else</p>	<p>1 them. This is why I support the Port Authority's 2 toll increase. We'll put all our roads and 3 systems to work and fix up this area. Thank you. 4 HEARING OFFICER FRANCOIS: Thank 5 you. 6 Mr. Testa. 7 AUDIENCE MEMBER: Good morning. 8 My name is Phil Testa. I'm from Spotswood, New 9 Jersey. I'm a member of Local Labor Union 472. 10 I'm here to support the Port's plan. 11 As most people here have stated, yes, 12 I'm in favor of jobs, but I'm also in favor of 13 trying to -- according to Moody's report by the 14 New York News, the Port Authority as of January 15 has a debt of \$13.8 million. 16 In a time when we are reading 17 yesterday's news that we must do all that is 18 possible to pay things up and not incur debt, but 19 are the alternatives at any cost? Should we stop 20 all construction; not maintain our bridges and 21 tunnels let them fall apart and then pay a premium 22 for emergency repairs and pay for traffic 23 conditions when any of them are shut down? 24 Thank you for your time. 25 HEARING OFFICER FRANCOIS: Again,</p>
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<p>1 wishing to speak should register in the back so we 2 have an index card. 3 Next speakers are Mickey Harris and 4 Phil Testa. 5 AUDIENCE MEMBER: Good morning. 6 My name is Mickey Harris. I'm a resident of New 7 Jersey, 30-year construction member of Local 462 8 in Newark, and we represent the highway 9 construction of north and central New Jersey. 10 When I read the list of capital 11 projects to be funded, I realized that over my 12 career I've worked in every one of them. I've 13 been in many places where most people can't go: 14 Underneath the Lincoln Tunnel deck; I've recently 15 repaired the viaduct. I was quite scared when I 16 saw what was underneath there. 17 We also did a project in the port 18 where the container ship couldn't get to the 19 Bayonne Bridge because it was high tide. They had 20 to sit there for 12 hours. And at some point 21 they're going to go down to Richmond or Baltimore 22 or somewhere else, and we're going to lose all 23 those containers. The list goes on and on. 24 The message is the same. Our needs 25 are changing, and we need to change along with</p>	<p>1 if you would like to speak, please register at the 2 outside table so we have a record. 3 Edward Beacon -- Atkin, I'm sorry. Joy 4 Atkin and Cynthia German? 5 AUDIENCE MEMBER: My name is 6 Edward Atkin. I'm with the public. I'm against 7 the toll increase. And I'm happy to support work 8 on the road conditions. Since the early 1990s, it 9 cost me \$20 to go across both bridges, both the 10 Goethals Bridge and the Verrazano. I do support 11 back-to-work movements. I have not seen a lot in 12 going over both bridges. 13 I think you should not consider that 14 type of toll increase on the public. Thank you. 15 HEARING OFFICER FRANCOIS: Joy 16 Atkin. 17 AUDIENCE MEMBER: My name is Joy 18 Atkin. I grew up in New York City in Brooklyn. I 19 have lived in New Jersey -- I've lived in New 20 Jersey for over 50 years. 21 As my son previously stated, 22 transportation and tolls have gotten out of hand. 23 You need jobs. Fine. 24 What happens to New Jersey when our 25 dear governor turns down the money that we were</p>

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<p>1 supposed to get, whether it's construction or 2 revenues. You wouldn't have jobs. 3 I'm a retiree. It would cost me, as 4 my son said, \$20 to go to Brooklyn to visit my 5 relatives or -- plus the cab fare if I would like 6 to into the City or Long Island. I can't afford 7 it. The cost of living has gone up. Go into the 8 supermarket. See what food costs. 9 Yes, we need the money, and I agree 10 with that. We do need to upgrade our 11 transportation system, but not on the backs of the 12 retirees. 13 HEARING OFFICER FRANCOIS: Thank 14 you. 15 The next speaker is Cynthia German. 16 AUDIENCE MEMBER: My name is 17 Cynthia German. I'm from Newark, New Jersey. I 18 see a lot of orange shirts. I'm here because New 19 Jersey is a state. It's not a borough of New 20 York. It's not the sixth borough. 21 And I just have a question: Is the 22 MTA and the Port Authority corrupt? 23 HEARING OFFICER FRANCOIS: Ma'am, 24 this is not a question and answer. This is a 25 statement.</p>	<p>1 Marciano Paylin. 2 AUDIENCE MEMBER: Hello. I 3 think -- not only I think -- I'm trying to, I own 4 a truck, small business, I own and operate a 5 truck, and I'll tell you folks this is ridiculous. 6 I'm going to show you the price that I 7 had to pay from Ridgefield to Brooklyn, which I go 8 every day. \$438, that's the price. That's the 9 gross. It's here. I pay \$120 back-and-forth 10 tolls. That's 27 percent of the price for the 11 toll itself, for the toll. 27 percent for the 12 toll. And then I have the fuel, and then I have 13 insurance. I have the car insurance. I have to 14 pay tickets. What's left? What's left? 15 I cannot afford getting paid. I have 16 insurance for my family. I have a 4-year-old 17 daughter. What do I do? 27 percent for the toll, 18 I said. I can't afford it. I can't afford it. I 19 can't afford it. 20 Why us, why truck drivers has to pay 21 for this bill? Why us? Why? The price of 22 27 percent is too much for the toll itself. 23 27 percent, that's ridiculous. 24 And so, you guys, I share your 25 concern. E-ZPass bill. \$3,095. I can't afford</p>
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<p>1 AUDIENCE MEMBER: Okay. This is 2 what I want to say: I just want to know why are 3 there MTA ticket machines at Newark Penn Station 4 and maybe Hoboken, New Jersey, too? That's just 5 my question. New Jersey gets the shaft. We have 6 MTA ticket booths at the stations. We have no 7 Port Authority terminals at the station. 8 HEARING OFFICER FRANCOIS: Ma'am, 9 let me repeat. This is not a question and 10 answer -- 11 AUDIENCE MEMBER: I'm making a 12 statement. I'm saying there should not be MTA 13 ticket booths at the station. There should be 14 Port Authority ticket booths at the station. I 15 just feel like we're overshadowed by New York. 16 That's just why I want to make the statement. 17 Thank you. 18 HEARING OFFICER FRANCOIS: Thank 19 you. 20 I have three additional speakers 21 registered at the station. Anybody who wishes to 22 speak, register. 23 First speaker will be Marciano Paylin. 24 The second speaker will be Chip Hallock, and the 25 third speaker will be James Lynch.</p>	<p>1 it. I can't afford it. Thank you. 2 HEARING OFFICER FRANCOIS: The 3 next speaker is Chip Hallock. 4 AUDIENCE MEMBER: Good morning. 5 I'm Chip Hallock, and we're here today to support 6 a toll increase to implement the Port Authority's 7 Capital Plan. 8 We can't expect the Port Authority to 9 maintain the desired level of safety, reliability, 10 and security of its facilities without resources 11 to do so. Plainly and simply, those resources 12 come in the form of tolls and fares, and they have 13 to come up to pay for the tri-state's 14 transportation needs. To suggest otherwise would 15 be pure fantasy. 16 At the same time, we acknowledge that 17 the proposed toll and fare increases are very high 18 and will have a significant impact on people who 19 travel by Port Authority and by car and on the 20 cost of goods that cross between New York and New 21 Jersey. 22 Every dollar that will increase fares 23 and tolls should be directly tied to 24 transportation improvements. If, after review of 25 necessary spending, the increases can be</p>

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<p>1 minimized, then they should be. 2 Both states' governors have taken 3 dramatic steps to control spending and hold the 4 line on taxes in their respective states. And in 5 the spirit of our economic development, I'm sure 6 this proposal is under close scrutiny. 7 Billions of dollars worth of goods 8 travel to our ports and our airports. Tens of 9 millions of flyers use our international airport. 10 Thousands of cars and trucks cross bridges and 11 tunnels, and tens of thousands ride PATH every 12 day. 13 These facilities are critical parts of 14 our transportation infrastructure which must be 15 expanded and maintained. Lives and livelihoods 16 depend on it. 17 The area's vitality is closely tied to 18 transportation facilities over which the Port 19 Authority has responsibility. The fulfillment of 20 that responsibility requires billions of dollars 21 to be raised and invested. 22 We urge the commissioners of the Port 23 Authority to support toll and fare increases at a 24 level necessary to support the agency's capital 25 plan. Thank you.</p>	<p>1 Cathleen, I'm sorry. Cathleen Lewis. 2 AUDIENCE MEMBER: Thank you. I'm 3 here on behalf of the Triple A Clubs of New 4 Jersey. Triple A has long served as advocate for 5 the motoring public, and as such we cannot support 6 these increases. 7 The Port Authority points to the 8 current state of the economy as justification for 9 the needs of these increases. However, it is the 10 motorists who have felt the hardest hit in this 11 economy, and the increases will only add to that 12 hurt. 13 While we do not support the increase 14 as proposed, it is important to note that many of 15 the projects the Port Authority has begun or is 16 slated to begin are imperative to provide even 17 better commuting issues for today's motorists. 18 The Triple A Club of New Jersey has 19 surveyed motorists regarding transportation 20 funding and has found overwhelmingly agreed that 21 the Port increase costs only after the government 22 has provided infrastructure concerns and any new 23 costs will be dedicated to address the 24 infrastructure needs. 25 It's clear that New Jersey commuters</p>
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<p>1 HEARING OFFICER FRANCOIS: The 2 next speaker is Mr. James Lynch. 3 AUDIENCE MEMBER: Good morning, 4 brothers and sisters, Chairman. 5 I'm a proud member of Local 696, 6 Newark, New Jersey. I'm a proponent of this 7 increase for the tolls. We need jobs desperately. 8 To answer this gentleman's question 9 here, his concerns regarding the cost of his 10 business, we understand that. However, I think 11 the real question is what is the cost if we do not 12 do this, if we weren't in construction? We need 13 jobs. We need jobs now. We need people that are 14 supporting this. Let's take these jobs home right 15 now. Thank you for your time. 16 HEARING OFFICER FRANCOIS: Again, 17 anyone wishing to make comments should please 18 register in the back so we have a record of who is 19 speaking and can organize it. 20 Is there anyone else who would like to 21 make a statement regarding the proposed actions? 22 Let me repeat. Is there anyone else who would 23 like to make a statement regarding the proposed 24 actions? 25 Okay. I have Cynthia Lewis.</p>	<p>1 don't see that the money that they put into the 2 system, whether through gas taxes, tolls, and 3 transit fares are actually helping make things 4 better. 5 Before any increase goes through, the 6 Port Authority should take a look at its laundry 7 list and make sure that those projects address 8 those needs and ensure the funds collected from 9 commuters fund the needed infrastructure 10 improvements. Thank you. 11 HEARING OFFICER FRANCOIS: Thank 12 you. 13 Is there anyone else present who would 14 like to make a statement regarding the proposed 15 actions? Please register in the back so we have a 16 record of the speaker. 17 Again, is there anyone else who would 18 like to make a statement regarding the proposed 19 actions? 20 Let the record reflecting that no one 21 has answered verbally to the question. 22 The time is now approximately 8:45. I 23 will call a recess on these proceedings, go off 24 record for a few minutes, and let anyone who wants 25 to have an opportunity to make a statement before</p>

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<p>1 the prescribed time has expired.</p> <p>2 Again, if you do want to make a</p> <p>3 statement, please register in the back so we have</p> <p>4 a record of who is speaking. Thank you.</p> <p>5 (Discussion held off the Record.)</p> <p>6 HEARING OFFICER FRANCOIS: We are</p> <p>7 reopening the record to allow additional</p> <p>8 registered speakers. I have two additional</p> <p>9 speakers. One is Mr. Jack Cialo. The other is</p> <p>10 Cliff Heath. Mr. Cialo. Mr. Ciralo, you may</p> <p>11 speak whenever you wish.</p> <p>12 AUDIENCE MEMBER: Good morning,</p> <p>13 guys. For those poor souls that are going to have</p> <p>14 to spend an extra \$4 or an extra \$8 on your tolls</p> <p>15 in the morning to get over to New York, have you</p> <p>16 been on the approach to the George Washington</p> <p>17 bridge at 8:00 in the morning when there's</p> <p>18 emergency construction going on? Anybody? Have</p> <p>19 you been there? You're not saving any money by</p> <p>20 not fixing these bridges and tunnels. You're</p> <p>21 wasting money sitting in traffic for four hours.</p> <p>22 I know if you get over there in 15 minutes on a</p> <p>23 new, on a perfect bridge with no traffic going</p> <p>24 over, you can get back, make another load and</p> <p>25 make, double your money for that day. But if</p>	<p>1 today.</p> <p>2 Now, this program that the Port</p> <p>3 Authority has put together has thought about for</p> <p>4 many, many years. We all know that we do have</p> <p>5 some big capital programs that must be done. If</p> <p>6 we don't raise that bridge in Bayonne, we're going</p> <p>7 to choke off a whole commerce in the area and the</p> <p>8 jobs of many people who serve down there in the</p> <p>9 Bayonne, New York area. So we have to get that</p> <p>10 taken care of. And that's going to be a massive</p> <p>11 job. And the Goethals Bridge needs work.</p> <p>12 Everywhere you go today infrastructure is just</p> <p>13 suffering and must be addressed. You can't just</p> <p>14 put our heads in sand and say Well, we'll wait for</p> <p>15 another day. The day is here. We have to start</p> <p>16 doing something about the infrastructure in this</p> <p>17 whole metropolitan area, and we have to do it</p> <p>18 soon. We can see the daily effects every day we</p> <p>19 get in a car or get in a bus and not having the</p> <p>20 work taken care of. I don't know if that's the</p> <p>21 right time already.</p> <p>22 I want to thank the Port Authority for</p> <p>23 its wisdom and its foresight and its deliberation,</p> <p>24 and I'm sure the commissioners has to wrestle with</p> <p>25 the problem of how to get this all done, this</p>
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<p>1 you're going to sit in traffic for four hours for</p> <p>2 the price of fuel keep going up, what are you</p> <p>3 saving? Spend the \$4, fix the bridges, fix the</p> <p>4 tunnels, thank you.</p> <p>5 HEARING OFFICER FRANCOIS: Thank</p> <p>6 you. Mr. Cliff Heath.</p> <p>7 AUDIENCE MEMBER: My name is</p> <p>8 Clifford Eaton. I'm the senior vice president of</p> <p>9 New Jersey Alliance for Action. We're in support</p> <p>10 of the toll increases. We are in support for the</p> <p>11 things that this agency has done for the area here</p> <p>12 in New Jersey and New York. I traveled the George</p> <p>13 Washington Bridge, I'm probably one of the few</p> <p>14 people in this room who actually crossed the</p> <p>15 George Washington Bridge in 1931, my father took</p> <p>16 me up there and said "We're going for a walk."</p> <p>17 That was the day the bridge happened to be open</p> <p>18 for business, 1931. Now I watch that up in the</p> <p>19 area in Fort Lee to see that work has to be done</p> <p>20 to make it better for the commuters and people who</p> <p>21 are traveling through this area from elsewhere in</p> <p>22 the country and all the way down here and they get</p> <p>23 caught in traffic. I was sitting in traffic this</p> <p>24 morning on the New Jersey Turnpike. Normally you</p> <p>25 don't see that on the Turnpike, but you saw it</p>	<p>1 infrastructure improvement. So we're here to</p> <p>2 support them and we're very happy that our</p> <p>3 organization is supported by these gentlemen in</p> <p>4 the audience today. Thank you. And ladies also,</p> <p>5 thank you. So with that, I yield and put my</p> <p>6 testimony and say let's move on to new jobs and</p> <p>7 let's get it done so. We have procrastinated too</p> <p>8 long. We don't have any more time to wait. Thank</p> <p>9 you very much.</p> <p>10 HEARING OFFICER FRANCOIS: Thank</p> <p>11 you for your comments. Is there anyone else</p> <p>12 present who would like to make a statement</p> <p>13 regarding the proposed actions? I repeat, is</p> <p>14 there anyone else present who would like to make a</p> <p>15 statement regarding the proposed actions?</p> <p>16 If no one has noted the affirmative in</p> <p>17 regard to making a statement, it is now more than</p> <p>18 an hour. Again let me reflect that no one has</p> <p>19 answered affirmatively to the question of if</p> <p>20 anyone would like to make a statement. The time</p> <p>21 is now 9:09, and this morning's hearing is you now</p> <p>22 concluded. Thank you.</p> <p>23 (Witness excused.)</p> <p>24 (Whereupon at 9:10 AM the</p> <p>25 proceedings were concluded.)</p>

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CERTIFICATE

STATE OF NEW YORK
COUNTY OF NEW YORK

I, BARBARA DE VICO, a
Federal Certified Realtime Reporter and Notary
Public within and for the State of New Jersey, do
hereby certify:

That this is a true record of the proceedings.

I further certify that I am not
related to any of the parties to this action by
blood or marriage, and that I am in no way
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto
set my hand this ____ day of _____, 2011.

BARBARA DE VICO, CRR/RPR

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