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The Port Authority of New York & New Jersey  
Public Hearing – Toll & Fare Proposals  
August 16, 2011  
George Washington Bridge Bus Station – 6:00 p.m.

JANE ROSE REPORTING  
Patricia A. Bidonde, RPR, Court Reporter

JANE ROSE REPORTING 1-800-825-3341

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<p>APPEARANCES</p> <p>KIRBY KING, Hearing Officer, Director of Technology Services at the Port Authority of New York and New Jersey</p> <p>SPEAKERS</p> <p>Tal Barzilai Lavon Chambers Anthony Williamson Ed Pichardo State Senator Adriano Espaillat Council Member Robert Jackson Council Member Yadanis Rodriguez Tom Orlando Howard Giske B. Bronk Omar Angiero David Adams Jason Babinsky Edgar Simpson</p>	<p>1 * * *</p> <p>2 New York, New York</p> <p>3 6 p.m.</p> <p>4 * * *</p> <p>5</p> <p>6 PROCEEDINGS</p> <p>7 HEARING OFFICER KING: Good</p> <p>8 evening. Time is now 6 o'clock.</p> <p>9 My name is Kirby King. I am the</p> <p>10 Director of Technology Services at the</p> <p>11 Port Authority of New York and New</p> <p>12 Jersey. And I will be serving as the</p> <p>13 hearing officer for today's comment</p> <p>14 meeting.</p> <p>15 The purpose of this hearing is to</p> <p>16 inform the public about the Port</p> <p>17 Authority's proposed toll and fare</p> <p>18 increase on its interstate bridges and</p> <p>19 tunnels and the PATH rail system; and to</p> <p>20 solicit public comments on the proposal.</p> <p>21 To fully solicit comments from</p> <p>22 the public, the Port Authority is</p> <p>23 holding the most number of hearings it</p> <p>24 has ever held for a revenue proposal;</p> <p>25 eight, over the course of a day in</p>
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<p>APPEARANCES (Continued)</p> <p>SPEAKERS</p> <p>Angelito Gutama Frank Wemberly Joy D'Avillar Lloyd Douglas Danny Cordero Jessica White Barbara Connolly Assembly Member Guillermo Linares Alex Roman</p>	<p>1 locations throughout New York and New</p> <p>2 Jersey, as well as one additional online</p> <p>3 hearing.</p> <p>4 To provide everyone who wishes to</p> <p>5 speak with an adequate opportunity to be</p> <p>6 heard, anyone who has not yet registered</p> <p>7 and who wants to provide comments at</p> <p>8 this meeting must register at the</p> <p>9 registration desk at the entrance to</p> <p>10 this room by 6:30 p.m.</p> <p>11 Spanish translators are available</p> <p>12 for speakers who wish to deliver their</p> <p>13 comments in Spanish. ASL interpretation</p> <p>14 is also available.</p> <p>15 General information and copies of</p> <p>16 the notice of today's hearings are</p> <p>17 available at the registration table.</p> <p>18 All comments presented at this hearing</p> <p>19 and those submitted and received by 7</p> <p>20 p.m. on August 16, 2011, will be</p> <p>21 accepted by the Port Authority in its</p> <p>22 consideration of the actions that are</p> <p>23 subject of this hearing. Written</p> <p>24 statements should be sent to Public</p> <p>25 Hearing Comments, 225 Park Avenue South,</p>

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<p>1 18th Floor, New York, New York 10003 or 2 submitted online at <a href="http://www.panynj.info">www.panynj.info</a>. 3 The Port Authority's Board of 4 Commissioners will receive a copy of 5 today's transcript and any written 6 comments received prior to the deadline. 7 At this time, I will make a short 8 statement explaining the Port 9 Authority's toll and fare proposal and 10 why the Port Authority believes a toll 11 and fare proposal is necessary. The 12 toll and fare proposal under 13 consideration is as follows: 14 Tolls for autos using E-ZPass on 15 the Port Authority's crossings to 16 increase from \$6 to \$10 roundtrip for 17 off-peak travel and from \$8 to \$12 in 18 peak hours. An additional \$2 increase 19 during peak and off-peak hours will be 20 implemented in 2014. 21 A cash toll surcharge of \$3 to 22 increase the cash rate from \$8 to \$15 23 during the peak period in 2011 for the 24 25 percent of toll-payers who still use 25 the optional cash system, similar to the</p>	<p>1 GreenPasses will see no toll increase 2 during the off-peak hours in 2011, and 3 the carpoolers discount rate is 4 preserved in 2011 with a 50 percent 5 discount off the E-ZPass peak hour rate. 6 Both GreenPasses and carpoolers would 7 see a \$2 increase in 2014. 8 The base PATH fare would increase 9 from \$1.75 to \$2.75 in 2011, with the 10 discount fare increasing to \$2.10 from 11 \$1.30 given the steep 25 percent 12 discount, which will be fully preserved. 13 The 30-day unlimited pass will increase 14 to \$89 from \$54. 15 This toll and fare proposal is 16 necessary because the Port Authority is 17 facing three unprecedented challenges at 18 once: One, an historic economic 19 recession that has sharply decreased the 20 revenue below projections; two, more 21 than \$6 billion in security costs since 22 9/11, which have more than tripled from 23 pre-9/11 security costs; and three, the 24 cost of the rebuilding of the World 25 Trade Center, which is now estimated at</p>
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<p>1 MTA. The surcharge will increase by an 2 additional \$2 in 2014. 3 Truck tolls per axle using 4 E-ZPass off-peak to increase from \$7 to 5 \$13 roundtrip and peak from \$8 to \$14 6 with an additional \$2-per-axle increase 7 in 2014 for both off-peak and peak 8 hours. A similar cash surcharge of \$3 9 per axle will be applied to trucks in 10 2011 that continue to use the optional 11 cash system with an additional \$2 per 12 axle in 2014. 13 There will be no toll increase in 14 2011 on trucks that cross during the 15 overnight discount period. And the Port 16 Authority will expand this overnight 17 period an extra two hours each weekday 18 night from 10 p.m. to 6 a.m., previously 19 midnight to 6 a.m.; fully preserving the 20 Staten Island Bridge discount plan for 21 E-ZPass users, giving these frequent 22 users a 50 percent toll discount on the 23 peak E-ZPass toll. 24 In addition, qualified 25 energy-efficient vehicles with</p>	<p>1 \$11 billion. 2 The proposal comes only after the 3 Port Authority initiated an aggressive 4 cost-cutting plan started in 2008 to 5 manage its resources as the impact of 6 the economic recession became clear; 7 cutting \$5 billion in capital projects 8 and deferring billions more; holding 9 operating expenses at zero growth for 10 three consecutive years; and cutting 11 agency head count to the lowest level in 12 40 years, an 11 percent reduction of 13 non-police staff in the last five years. 14 The Port Authority does not 15 receive tax revenue, making its toll and 16 fare structure the primary way to fund 17 the regions's critical interstate 18 transportation network. At this point 19 after a multiyear effort to control 20 spending in recognition of the declining 21 capital capacity, failure to act risks 22 240 critical infrastructure projects and 23 thousands of jobs and will prevent the 24 largest overhaul of the agency's aging 25 infrastructure in its 90-year history.</p>

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<p>1 Projects contingent on the 2 proposed toll/fare plan include: The 3 first replacement of all 592 suspender 4 ropes at the 80-year old George 5 Washington Bridge, the world's busiest 6 crossing, joining other suspension 7 bridges like the Golden Gate and RFK, 8 which have already replaced theirs; the 9 replacement of the Lincoln Tunnel Helix. 10 It will require major lane closures and 11 load restrictions if not replaced; the 12 raising of the Bayonne Bridge, which 13 will solve the current clearance 14 problem, preventing the post-PANAMAX 15 ships from accessing the ports; 16 significant security investments at the 17 region's airports, including the 18 installation of security barriers; 19 complete replacement of 340 PATH cars, 20 replace the signal system and 21 100-year-old duct bank network, upgrade 22 PATH security with tunnel hardening and 23 flood mitigation measures and 24 rehabilitate the system's aging 25 stations.</p>	<p>1 your comments, please provide them to 2 the staff at the registration table at 3 the entrance to the room so that the 4 comments can be included in the final 5 transcript of the proceedings. 6 Finally, we remind you that the 7 purpose of this hearing is to afford you 8 an opportunity to make statements and 9 comments about the proposed toll and 10 fare increase. This is not a 11 question-and-answer session. It is an 12 opportunity for you to make present your 13 views so that the Port Authority can 14 consider them in making any final 15 determination. 16 Now I will call the first three 17 names. 18 Tal Barzilai, Lavon Chambers, and 19 Paul Williams. 20 MR. TAL BARZILAI: Okay. Well, 21 my name is Tal Barzilai. I'm a resident 22 of Pleasantville, New York, registered 23 motorist. 24 I feel that the toll hikes is not 25 the right solution to help with</p>
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<p>1 We will now begin the public 2 comment portion of this hearing. In 3 order to give everyone an opportunity to 4 speak, we require that speakers keep 5 their oral presentation to no more than 6 three minutes. Please note that a timer 7 is placed on a table in the front of the 8 room and will count down three minutes. 9 We remind you to be considerate of the 10 other speakers and conclude in a timely 11 fashion. 12 I will call the names of those 13 who have pre-registered and are here to 14 speak. I will read the name of the 15 person who is first and two names on the 16 list that follow so that everyone will 17 be aware of the order in which they will 18 be speaking. When it is a person's turn 19 to speak, that person should use the 20 microphone that's available. When you 21 come forward to offer comments, I ask if 22 you identify yourself, to give your name 23 and your organizational affiliation, if 24 appropriate, for the record. 25 If you have a written version of</p>	<p>1 anything. As a matter of fact, the Port 2 Authority tolls are already high as they 3 are right now. 4 It was almost, the \$8 was almost 5 equal to the amount that Mayor Michael 6 Bloomberg wanted to charge people 7 entering the central business district 8 on congestion pricing. And yet, here 9 you ask to make them even higher than 10 they already are. 11 As a matter of fact, the purpose 12 of tolls was supposed to be a temporary 13 replacement payment that would be used 14 until it was paid off. 15 However, ever since the idea of 16 the Triborough Bridge Transit Authority, 17 tolls have been used, have been kept; 18 however, when you use them to maintain 19 other projects besides what they were 20 used on, they actually end up going 21 higher rather than staying their normal 22 rate. 23 But honestly, the way I feel, we 24 should not try to be raising tolls just 25 to pay for certain projects. Like the</p>

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<p>1 World Trade Center site, which has 2 already surpassed its costs throughout 3 the years. If it is so pricey, why not 4 just abandon this plan and find a more, 5 cheaper alternative, like, let's say, 6 Twin Towers 2 that would save a fortune. 7 You do not have to put this on 8 the backs of the toll payers. Some 9 people may actually avoid it. 10 As a matter of fact, even the 11 PATH as it is right now, 2.75 will 12 actually make it even more expensive 13 than a subway. 14 Again, people will be feared, 15 will stop, will use these things on a 16 lesser basis. 17 It feels like, why is this the 18 only solution to solving anything? The 19 MTA has hiked fares, yet their transit 20 is still bad. 21 What makes you think that raising 22 the tolls and PATH fares is going to 23 change anything here? 24 Still, you have to start to learn 25 to spend money thriftily [sic]. If</p>	<p>1 Not just to keep this area competitive 2 in business, but also to bring jobs 3 back. 4 And let's be honest, anybody who 5 reads the papers today, that's the call 6 worth, it's all about jobs, jobs and 7 more jobs. 8 If you look around the room 9 today, I'm sure that a lot of folks who 10 have come in this room will tell you 11 that they represent New York. 12 Now, we understand that any toll 13 hike or any hike is a sacrifice. But I 14 want folks to look around the room and 15 look at the orange shirts. 16 If you look at the diversity of 17 these folks here, these are the folks 18 who are laborers. Nobody works harder 19 for any dollar that they get. 20 And they understand it is a 21 sacrifice, and they're willing to 22 sacrifice for that dollar so that they 23 can understand jobs need to be created. 24 And most of the folks in this 25 room who have the orange shirts, they</p>
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<p>1 others have to cut back, so should you. 2 Again, recession is not a reason 3 either. A lot of people are also hurt 4 in this recession. And yet, why should 5 we pay more just to help you? That's 6 what I always believe. 7 And besides, if anything, 8 tolls -- why should we be paying even 9 more money for crossings that have been 10 long paid for, either? 11 HEARING OFFICER KING: Thank you. 12 The next speaker will be Lavon 13 Chambers, who will be followed by Paul 14 Williams. 15 (Applause.) 16 MR. LAVON CHAMBERS: Good 17 evening, everyone. My name is Lavon 18 Chambers. I'm the community affairs 19 officer for Greater New York LECET, 20 which is labor management for the Mason 21 Tenders District Council. Layperson's 22 term we are laborers, construction 23 workers. 24 The upkeep of New York and New 25 Jersey's infrastructure is essential.</p>	<p>1 already have jobs. But they understand 2 that for their brother, for their 3 neighbor across the street, or maybe for 4 someone who they've been praying about, 5 that in this economy it's all about just 6 creating more and more jobs. 7 So we understand that it is a 8 sacrifice, but we just want to keep -- 9 we want make sure that New York is as 10 economically sound as possible. 11 So thank you very much. 12 HEARING OFFICER KING: Thank you. 13 (Applause.) 14 HEARING OFFICER KING: The next 15 speaker will be Paul Williams, followed 16 by Anthony Williamson. 17 Paul Williams? 18 The next speaker will be Anthony 19 Williamson, followed by Ed Pichardo. 20 MR. ANTHONY WILLIAMSON: Good 21 evening, everyone. My name is Anthony 22 Williamson, and I'm a pro-New Yorker, a 23 laborer and an organizer for Laborers 24 Local 79. 25 I'm here tonight to speak in</p>

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<p>1 support of the Port Authority plan. I'm 2 an immigrant. I came to this country 3 because of its unique ability to create 4 opportunities through its ideals, but 5 also because of its favorable 6 conditions. 7 The American success story is 8 possible because of the bounty left 9 before us and by far-thinking 10 individuals who figuratively but also 11 literally paved the way to our success. 12 I stand here proud to see that 13 the Port Authority is carrying out these 14 conditions, or these traditions, as a 15 matter of fact. 16 I see a fair plan. One that 17 spreads the toll among users of the 18 infrastructure we need. I see a plan to 19 create tens of thousands of solid 20 middle-class jobs. One that encourage 21 mass transit and incentives to use green 22 vehicles. 23 I see in this plan a creation of 24 conditions that allow people and 25 businesses, independent of the Port</p>	<p>1 New Yorkers have to pitch in now to make 2 sure the promise we made for the future 3 of our city can be realized. 4 I thank you. And I hope that 5 this plan is successful. 6 HEARING OFFICER KING: Thank you. 7 The next speaker will be Ed 8 Pichardo, followed by Senator Adriano 9 Espaillat. 10 MR. ED PICHARDO: Hello and good 11 evening. My name is Ed Pichardo. And 12 I'm the community and political 13 organizer of Laborers Local 78. 14 I am here today to speak in 15 support of the Port Authority's proposed 16 toll and fare hike. 17 Like many of you, I don't like 18 tolls, but I realize they are necessary. 19 For those who drive, traffic aside, our 20 commutes and travels generally run 21 smoothly. 22 The roads, bridges and tunnels we 23 rely upon daily are maintained; Port 24 Authority tolls pay for that 25 maintenance.</p>
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<p>1 Authority, to benefit from its 2 leadership, its vision and, of course, 3 more efficient infrastructure. 4 I commute frequently to the city, 5 and because of the current state of the 6 economy, I'm aware that this plan will 7 be an additional expense to my family 8 and I. 9 But I would also be -- but it 10 would also be beneficial to the future 11 of our community and the country as a 12 whole. 13 On my way to visit my family, I 14 drive over bridges that needs repairs, 15 through tunnels where traffic adds an 16 extra hour; and maintaining and 17 bettering what we have is a 18 responsibility as a society. And I see 19 the Port Authority plan as a good 20 example of that core value. 21 We made a promise as New Yorkers 22 to rebuild after 9/11. And I see this 23 plan as part of that rebirth. The Port 24 Authority has shouldered the huge 25 security costs of Ground Zero. We as</p>	<p>1 Commuter fares eat up a large 2 portion of commuters' wages, but even 3 with the proposed increase, it is still 4 less expensive to use mass transit than 5 to drive into and park in Manhattan, for 6 example. 7 Fares collected by the Port 8 Authority are used, among other things, 9 to pay for security at tunnels and 10 airports. 11 Without an increase, the Port 12 Authority will not be able to make 13 crucial infrastructure repairs or be 14 able to perform critical maintenance on 15 our roads and bridges. Security at area 16 airports and marine terminals may be 17 compromised. 18 While we are being asked to share 19 the burden of paying for what is 20 necessary, we will carry the brunt of 21 the burden if the Port Authority stalls 22 projects due to a lack of funding. 23 We either pay now and get it done 24 or pay later and suffer decreased 25 service and poor road conditions.</p>

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1	Several factors have created the	1	districts. This is what studies have
2	need for the increase. Firstly, the	2	shown.
3	economic downturn resulted in lost	3	This is something that we need to
4	revenue of 2.6 billion.	4	do. Thank you.
5	Security costs due to the	5	(Applause.)
6	September 11, 2001, terrorist attacks	6	HEARING OFFICER KING: Thank you.
7	have consolidated to 6 billion and keep	7	The next speaker will be Senator
8	rising.	8	Adriano Espaillat, followed by Council
9	Rebuilding the World Trade Center	9	Member Robert Jackson.
10	have required a \$12 billion investment.	10	SENATOR ADRIANO ESPAILLAT: Good
11	The Port Authority does not receive tax	11	evening, everybody. This is the George
12	dollars.	12	Washington Bridge terminal. This has
13	Raising revenue is the only way	13	been the golden goose of the Port
14	to keep funding of transportation	14	Authority for many, many years. It is
15	infrastructure and security at the	15	one, if not the most, productive
16	myriad of facilities and thoroughfares	16	crossing into New York City that
17	operated by the Port, from failing to	17	produces the most revenue for the Port
18	inadequate and unacceptable levels.	18	Authority of any of its terminals and
19	As it is, in efforts to avoid an	19	bridges. And it has been that way, I
20	increase and balance the	20	suspect, since its construction.
21	recession-induced loss of revenue, the	21	Yet, when you came in, you saw
22	Port Authority has at this point had to	22	the condition of this terminal. And
23	cut \$5 billion in spending. Its held	23	we're happy that finally this terminal
24	operating costs flat for three years and	24	will be renovated. But for many, many
25	reduced employee numbers by 200, to the	25	years it was abandoned. It was ignored
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1	lowest level in 40 years.	1	to the degree that it became an eyesore
2	But these measures alone are not	2	for this neighborhood.
3	enough to offset the rising costs of our	3	It became a center of criminal
4	areas' maintenance and security needs.	4	activity around the perimeters of the
5	Failure to generate new revenue	5	facility because it was ignored and
6	will result in an immediate loss of	6	forgotten by the Port Authority.
7	3,900 jobs and stop 240 critical	7	Now, the Port Authority now is
8	transportation and infrastructure	8	proposing a significant increase in the
9	projects.	9	tolls. You know, I agree with Governor
10	It makes sense to initiate the	10	Cuomo that the proposed increase is too
11	repairs and replacements at a time when	11	high.
12	less drivers are on the roads. That	12	Now, I'm not averse to some level
13	way, when our economy is back humming	13	of increase that's reasonable as long as
14	along, our bridges, tunnels and roadways	14	it also guarantees that it will not
15	will be well-maintained and humming	15	continue to be a cash cow for the
16	along with it.	16	Authority that doesn't generate jobs for
17	I fully support the Port	17	the working men and women of this city.
18	Authority's toll and fare hike proposal	18	We must have some guarantees from
19	and urge you to do the same.	19	the Port Authority if we are to grant a
20	The proposed increases will fund	20	reasonable increase that that will
21	an ambitious \$33 billion capital program	21	definitely translate into jobs, real
22	that will create 185,633 much-needed	22	jobs, for the working men and women of
23	jobs and generate 2.8 billion in wages,	23	this city.
24	in effect, 42. billion in sales within	24	We don't want any gimmicks, we
25	the 17-county New York/New Jersey port	25	don't want any backroom agreements. We

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<p>1 want a transparent report showing how, 2 if any, these increases will guarantee 3 that many of you will have a decent job. 4 And I want to see how this, if we 5 get an increase, how it becomes part of 6 an economic development strategy where 7 we can put young people -- the Mayor 8 just gave, you know, significant amount 9 of dollars to bring young people that 10 are hanging out in corners and otherwise 11 going to jail into the workforce. 12 I want to see how those young 13 people, many of whom I represent, get 14 jobs, good-paying jobs, union jobs. 15 They must be at the table for me to 16 support this plan. 17 So I agree with Governor Cuomo. 18 This is not a good start. We got to 19 have on the table a real plan that shows 20 that these men and women who are here 21 today are actually going to get a fair 22 shake. 23 You know the tradition of 24 authorities, the MTA, the Port 25 Authority, the State Liquor Authority,</p>	<p>1 poor people; that, in fact, is going to 2 guarantee meaningful jobs for union 3 people and, in fact, is going to 4 guarantee jobs for the million men of 5 color, young men of color, that are 6 keeping the correctional center open, I 7 want them to get jobs. 8 And if we can't put -- bring them 9 to the table. If Mayor Bloomberg has to 10 come up with \$50 million to get them 11 working, then we have to rethink 12 ourselves as a city. 13 So I say, and I agree with 14 Governor Cuomo, just like the rent, this 15 toll hike is too damn high. 16 HEARING OFFICER KING: Thank you, 17 Senator. 18 The next speaker will be Council 19 Member Robert Jackson, followed by 20 Council Member Yadanis Rodriguez. 21 COUNCIL MEMBER ROBERT JACKSON: 22 Good evening, everyone. To the Port 23 Authority, let me thank you for having 24 this hearing. But concerning this 25 hearing in northern Manhattan, this room</p>
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<p>1 is not too good. It's not too 2 transparent. 3 You know, we've been sold a bag 4 of goods in the past. We got to have 5 some guarantees that if working men and 6 women are going to up as much as \$17 by 7 2014 to cross this golden goose, that 8 men and women of the city will have 9 jobs; but more importantly, that it's 10 fair. 11 We don't want it to be a 12 back-breaker. We don't want this 13 increase to help some working-class 14 people, but it hurts others. It doesn't 15 have to be on the backs of the poor, of 16 the working class. 17 (Applause.) 18 We're going to ask the working 19 class to support the working class? No, 20 I disagree. And until I see that, I 21 must stand strong and not support it 22 until I see some real numbers that show 23 that, in fact, this is going to be an 24 economic development plan that, in fact, 25 is not going to be a back-breaker for</p>	<p>1 is too damn small. 2 Considering a huge issue like 3 this, this should have been in a larger 4 room. Let me just say that right from 5 the beginning. Totally unacceptable. 6 But I want to introduce myself. 7 My name is Robert Jackson. And I 8 represent the 7th Council District of 9 the City of New York, which is in 10 northern Manhattan. My office is four 11 blocks from this terminal. 12 And I often drive to see my 13 family in Virginia, Maryland, and 14 elsewhere. I know how expensive it is 15 to cross the George Washington Bridge, 16 and I pay tolls and tunnel tolls all the 17 time. And I have E-ZPass. 18 The Port Authority's proposed 19 fare hike comes at a time when people 20 cannot afford even to pay their rent. 21 And I understand the financial woes 22 faced by the Port Authority, but a 50 23 percent increase is exorbitant and will 24 deeply hurt the middle class and 25 struggling families that I represent.</p>



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1	Charging \$12 with an E-ZPass and	1	but at what expense? Especially since
2	\$15 without, to cross the George	2	the people can't afford it.
3	Washington Bridge, is outrageous. And	3	No one is saying that the
4	I've heard that over and over and over	4	repairs, sir, representing Port
5	again. It is outrageous.	5	Authority, don't need to be done. I
6	And I say to you, if anyone can	6	think everyone knows that. But what's
7	do it, do it now. Squeeze blood from a	7	real is real.
8	turnip, you cannot. You can squeeze	8	And if, in fact, the Port
9	turnip juice but not blood.	9	Authority, their only income is from
10	In the 7th council district, the	10	tolls and fees and rents that they have,
11	average family of four makes and earns	11	those individuals that are paying that
12	under \$35,000 a year. Not one	12	are the people that cross the bridges
13	individual; a family of four. And they	13	and tunnels every single day. And a
14	feel the pinch of every nickel of the	14	majority of those people are from the
15	proposed fare increase. And it won't	15	New York metropolitan area.
16	cost them just a nickel. As you know,	16	And I say to all of you, that the
17	it's going to cost a lot more.	17	average individual is hurting in this
18	New Yorkers will think twice, or	18	economy, and they can't stand it.
19	three times, about shopping, traveling,	19	And everyone I talk to say the
20	and visiting family in New Jersey.	20	proposed fare hikes are unbearable and
21	And on the flip side, New	21	outrageous.
22	Jerseyans, residents will think long and	22	And as a public official, I know
23	hard about paying significant tolls to	23	firsthand the seriousness of the
24	come to the Big Apple, to come to the	24	decisions we must make at this fiscal
25	theater, to come to a restaurant, to	25	time, because I'm on the finance
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1	come and bring tourists in.	1	committee of the City Council.
2	That's not what we want. We	2	But in order to be prudent,
3	don't want to isolate people; we want	3	fiscally responsible, the Port Authority
4	bring people together.	4	of New York and New Jersey must consider
5	I heard that both Governors Cuomo	5	extended ramifications of our actions.
6	and Christie think the hike is too much.	6	And let's go back to the drawing
7	We need to take a realistic approach and	7	board and come up with a better plan.
8	identify real long-term solutions.	8	And I thank you for allowing me
9	The Port Authority must work with	9	to speak on behalf of myself, my family,
10	both New York and New Jersey to find new	10	and the people that I represent.
11	and steady revenue streams to pay for	11	And I agree, it's too much. It
12	growing transportation rates in each	12	is too much on the people of New York
13	state.	13	City and New Jersey. Go back to the
14	And one way is to move beyond	14	table, come up with a long-term plan.
15	tolls and airport fees and look at ways	15	And I agree that the federal
16	of encouraging shipping by rail.	16	government needs to support and put
17	And in fact, as you know,	17	money into public transportation, rails,
18	Congressman Jerry Nadler has been	18	bridges, and tunnels. That's the
19	advocating a rail tunnel for a long	19	direction that we need to go.
20	time, which will bring thousands of	20	Thank you very much.
21	unionized jobs, thousands, and will cost	21	(Applause.)
22	billions of dollars. That's what we	22	HEARING OFFICER KING: Thank you,
23	need.	23	Councilman.
24	Also, we need to fix the bridges	24	The next speaker will be Council
25	and tunnels, like everyone is saying,	25	Member Yadanis Rodriguez, followed by

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1	Tom Orlando.	1	workers, that they go every day from New
2	COUNCIL MEMBER YADANIS RODRIGUEZ:	2	York, especially the northern Manhattan
3	Good evening, everyone. My name is	3	to New Jersey.
4	Yadanis Rodriguez. I represent northern	4	Also, we got to be thinking about
5	Manhattan together with my colleague	5	the impact that it will have on
6	Robert Jackson.	6	increasing the prices of different
7	First, I would like to say thanks	7	products.
8	to Port Authority representatives here,	8	Everyone that go to Jersey to buy
9	union, who has been doing great work	9	anything and come back to the city to
10	being sure that our community know about	10	sell it, will be increased. The
11	this meeting and also for the outreach	11	transportation will be increased too.
12	that he been doing on getting the	12	So at the same time that we are
13	community connected to the plan of the	13	to support the union call on being sure
14	Port Authority.	14	that we get a support to create jobs,
15	Second, there's no doubt that we	15	also we got to be thinking looking at
16	have a lot of concern on how high this	16	how can we balance that proposal.
17	increase has been proposed. And we hope	17	And at the end, I hope that the
18	that we will get a compromise.	18	Port Authority will get the money that's
19	I think that and I hope that	19	needed, especially to rebuild this bus
20	that's where the direction is going. I	20	terminal that as it has been saying in a
21	believe that with the position of both	21	press release like three weeks ago, the
22	governors from New Jersey and New York,	22	money has been already in place by Port
23	both of them have expressed that this	23	Authority by a private developer, and
24	increase proposal is too high. I	24	very soon we hope that Governor Cuomo
25	believe that we get to get the money. I	25	and the governor of New Jersey will come
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1	believe that we have to be responsible.	1	on board, and we will see also the
2	I believe that we have to keep	2	reconstruction of this bus terminal
3	increasing the funding to create more	3	taking place.
4	jobs.	4	So as the council member
5	And as State Senator Espaillat	5	representing northern Manhattan District
6	has said, representing the whole	6	10, together with my colleague Robert
7	Manhattan area, including Riverdale and	7	Jackson representing District 7, and my
8	the West Side, we have to think about	8	State Senator, Adriano Espaillat,
9	its working class men and women.	9	representing the whole northern
10	We have to get the financial	10	Manhattan area, the message that elected
11	support so that the Port Authority	11	officials are sending to you is that we
12	continue creating more jobs, but also we	12	believe that these increased proposals
13	got to be thinking about the working	13	is too high.
14	class, who make, who are below \$30,000 a	14	Thank you.
15	year.	15	HEARING OFFICER KING: Thank you,
16	Here in the northern Manhattan	16	Councilman.
17	area, that as everyone know, many of my	17	The next speaker will be Tom
18	constituents, they go to Jersey. Many	18	Orlando, followed by Howard Giske.
19	of them, they go to work in Jersey. And	19	MR. TOM ORLANDO: My name is Tom
20	many of them go to work in jobs that	20	Orlando. I've been a resident of New
21	only go between \$9 and \$11 an hour.	21	York for almost 55 years. I'm a father,
22	So it's not much that they make	22	a husband, a laborer, and I know that my
23	when they go to work in Jersey. So we	23	kids can't live in this city unless we
24	got to be thinking the impact that it	24	fix what's wrong and what's breaking and
25	will have on those particular group of	25	what needs repair.

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<p>1 The only way that we can help our 2 brothers and sisters, our neighbors, our 3 friends, the workers in this room, is to 4 go along with a plan that shows us that 5 we can fix what's broken, what needs to 6 be built, what needs to be repaired. 7 There is no excuse for any person 8 to go over a bridge that is not less 9 than 100 percent. 10 We can do this. We can do this 11 now. We need to make people realize 12 that the money that we have to take out 13 of our pocket and pay in a small 14 increase -- which is a small increase 15 compared to what would happen if we do 16 not repair our infrastructure now. 17 You see what we have around this 18 city. You've gone over these bridges. 19 You've driven through these tunnels. 20 You know that neglect and time will not 21 stop. 22 We need to fix it. We need to 23 pay for it. We need to find a way to 24 make it safe for our children, our 25 friends, and our neighbors. There will</p>	<p>1 HEARING OFFICER KING: Thank you. 2 The next speaker will be B. 3 Bronk, followed by Omar Angiero. 4 MR. HOWARD GISKE: Hello. I'm 5 Howard Giske, a New Yorker and also 6 affiliated with LaRouche Political 7 Action Committee. 8 And I'm saying that this jack-up 9 of the tolls is a pure crock of you know 10 what. Because this is an 11 environmentalist policy, they don't want 12 cars using the bridge, just like 13 Bloomberg from two years ago. 14 Now, on the other hand, we do 15 have some resistance, the AFL/CIO just 16 signed on to our resolution for the 17 Glass-Steagall to separate out the 18 savings from the commercial banks from 19 the speculators, like Chase and Citi, 20 and a lot of other of the unions have 21 been signing on to this. 22 And we want a \$17 trillion 23 charge-back, because we can't afford to 24 bail out the banks any more. Because if 25 we bail out the banks, all this talk</p>
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<p>1 be no New York if we don't take care of 2 this. 3 If we go through the rest of our 4 lives and don't invest in our families 5 and our friends, and our relationships, 6 they fall apart. 7 This is the same thing for our 8 jobs. This is the same thing for our 9 country. This is the reason we do what 10 we do every day. 11 Nobody wants to get out of bed 12 and go to work. Nobody wants to put 13 their hand in their pocket and pay for 14 something that costs a little more than 15 yesterday. 16 But if you don't have a place to 17 go to work, you're not going to have one 18 tomorrow, unless we get this to go 19 through. 20 We need to have people have jobs, 21 have a realistic future, and to fix 22 what's wrong with New York. There is no 23 excuse not to. 24 Thank you. 25 (Applause.)</p>	<p>1 about jobs a big blow job. Okay? 2 You can get a genocide job; 3 that's all you're gonna get. Because 4 environmentalism means not for the 5 little birds and the bees, it means that 6 there's 6 billion people too many. And 7 that 6 billion people have to go. That 8 means that environmentalism means that 9 you're out of luck. 10 And the thing is, we just had 11 Mr. Obama and Mr. Boehner sign something 12 for a Hitler dictatorship, called the 13 super congress committee of 12, which is 14 a dictatorship we must reverse. Because 15 they want \$1 trillion cut immediately 16 and another 1.5 trillion, and actually, 17 according to Standard &amp; Poors' British 18 empire, they want 11 trillion cuts, 19 which means you get nothing unless you 20 overturn the dictatorship. 21 And LaRouche has been putting 22 forward the political economy. But this 23 is not political economy; this is the 24 destruction of the United States. How 25 can people go from New York to New</p>

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1	Jersey? Are we supposed to become two	1	And it was King David, King David
2	different countries or something? This	2	who we read about in Samuel. And what
3	is a joke.	3	did David do? What did David do? What
4	So, you know, we have to reverse	4	did David do? David danced before the
5	all this. We need the Glass-Steagall.	5	Lord. With all his might, leaping and
6	We need the big projects like the North	6	dancing before the Lord. Leaping and
7	American Water and Power Alliance,	7	dancing.
8	NAWAPA. And that's why I have this	8	Ecclesiastes assures us that
9	stuff on my hat. And we know about this	9	there is a time for every purpose under
10	stuff. We need the Glass-Steagall like	10	heaven, a time to laugh, and a time to
11	Franklin Roosevelt, 1933, that was	11	weep. A time to mourn, and there is a
12	introduced as HR 1489 by Marcy Kaptur,	12	time to dance.
13	with 34 backers in Congress.	13	And there is a time for this law,
14	So, Mr. Yadanis and Mr. Jackson,	14	but not anymore. See, this is our time
15	I hope you're getting to Mr. Nadler and	15	to dance. It is our way of, of
16	other congressmen to join Charlie Rangel	16	celebrating life. It's the way it's
17	in endorsing the Glass-Steagall.	17	always been. It's the way it should be
18	Otherwise, we may not even have a	18	now.
19	repaired bridge.	19	HEARING OFFICER KING: Thank you.
20	So, you know, let's start talking	20	The next speaker will be Omar
21	reality, because making nice and playing	21	Angiero, followed by David Adams.
22	nice little games, they do not, like,	22	MR. OMAR ANGIERO. My name is
23	work anymore. The game is over. It's a	23	Omar Angiero. I represent Local 79. I
24	Super Congress. It's a dictatorship.	24	highly respect everybody's opinion in
25	And LaRouche PAC put the mustache on	25	this room. I apologize, I didn't wrote
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1	Mr. Obama for a reason, 'cause we know	1	a speech like everybody. But I'm going
2	what it is. And we're not going to play	2	to talk to the heart.
3	games anymore. We're going to tell it	3	I understand why everybody is
4	like it is, and get Glass-Steagall. How	4	fussing about and everything. But in
5	about it.	5	reality, we have to see safety first.
6	HEARING OFFICER KING: Thank you.	6	If we don't fix these bridges and
7	Next speaker will be B. Bronk,	7	tunnels, something bad might happen.
8	followed by Omar Angiero.	8	And instead of that happening, whatever
9	MR. B. BRONK: I just wanted to	9	we got to spend, we got to spend,
10	say a few words about this motion so	10	because safety come first always.
11	that you wouldn't think that we were	11	I mean, nobody want to cross a
12	encouraging destruction with this idea.	12	bridge, and then all of a sudden, the
13	From the oldest of times, people	13	bridge falls, and stuff like that.
14	dance for a number of reasons. They	14	That's all I got to say. I don't
15	danced in prayer, or so that their crops	15	got to say nothing much. Thank you.
16	would be plentiful, or so their hunt	16	(Applause.)
17	would be good. And they danced to stay	17	HEARING OFFICER KING: Thank you.
18	physically fit and show their community	18	The next speaker will be David
19	spirit. And they danced to celebrate.	19	Adams, followed by Jason Babinsky.
20	And that is the dancing that	20	MR. DAVID ADAMS: My name is
21	we're talking about.	21	David Adams. I'm an apprentice for the
22	Aren't we told in Psalm 149,	22	Local 79 laborers.
23	"Praise ye, thee Lord, sing unto the	23	What I have to say is, I support
24	Lord a new song, let him praise His name	24	anything that's going to create jobs for
25	in dance. Amen"?	25	anybody that is not working, and most of

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<p>1 us in here.</p> <p>2 I believe that, you know, it's</p> <p>3 okay to make a sacrifice, good or bad,</p> <p>4 you know, it's going to create jobs.</p> <p>5 Sometimes we have to take the bad with</p> <p>6 the good.</p> <p>7 I know everybody have children,</p> <p>8 or most of the people in here have</p> <p>9 children that they need to feed and put</p> <p>10 into college. So jobs, you know, are</p> <p>11 most needed right now, especially in a</p> <p>12 recession. Because the kids, they'll</p> <p>13 grow up in a recession.</p> <p>14 And, yeah, that's the most I want</p> <p>15 to say today. I just hope that, you</p> <p>16 know, it helps benefit everybody.</p> <p>17 (Applause.)</p> <p>18 HEARING OFFICER KING: Thank you.</p> <p>19 The next speaker will be Jason</p> <p>20 Babinsky, followed by Edgar Simpson.</p> <p>21 MR. JASON BABINSKI: I'm Jason</p> <p>22 Babinsky. I'm involved with Community</p> <p>23 Board 11. I participate in the</p> <p>24 community. I'm also a mason tender. I</p> <p>25 work for LIUNA.</p>	<p>1 go out there in the field.</p> <p>2 So I'm for everything that helps</p> <p>3 enhance and increase the city, even if</p> <p>4 it may, you know, pinch a little bit.</p> <p>5 We know what it's like because we've</p> <p>6 been there before, before this situation</p> <p>7 came along.</p> <p>8 I just hope you all will hold up</p> <p>9 to your end when it comes to these job</p> <p>10 opportunities and allow many of us to</p> <p>11 stay employed so that we can get past</p> <p>12 these tolls in order to enjoy life on</p> <p>13 the other side, whether we're going to</p> <p>14 amusement parks or anything with our</p> <p>15 families to enjoy ourselves.</p> <p>16 We got many members who are</p> <p>17 looking for employment. And I'm sure</p> <p>18 that it will be very rewarding if you</p> <p>19 all will hold up to your end.</p> <p>20 I'm for whatever you're for. So</p> <p>21 please be what we're for. We're for</p> <p>22 jobs and opportunities.</p> <p>23 Thank you very much.</p> <p>24 (Applause.)</p> <p>25 HEARING OFFICER KING: Thank you.</p>
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<p>1 And I'm here to support the</p> <p>2 policy of taxation. We live in a great</p> <p>3 city, and we can't let the</p> <p>4 infrastructure of bridges, tunnels, and</p> <p>5 this building is just appalling.</p> <p>6 We have to somehow find a way to</p> <p>7 get the revenue to come in here, bring</p> <p>8 things up to date, and make the city a</p> <p>9 nicer place.</p> <p>10 Thank you.</p> <p>11 (Applause.)</p> <p>12 HEARING OFFICER KING: Thank you.</p> <p>13 The next speaker will be Edgar</p> <p>14 Simpson, followed by Angelito Gutama.</p> <p>15 MR. EDGAR SIMPSON: Good evening.</p> <p>16 My name is Edgar Simpson, a proud member</p> <p>17 of Local 79, a laborer.</p> <p>18 I would like to just express my</p> <p>19 opinion. When we talk about change, it</p> <p>20 would always have its effect on us in</p> <p>21 many different ways, especially when it</p> <p>22 comes to increases.</p> <p>23 But when you talk about safety,</p> <p>24 I'm for that. We're taught safety</p> <p>25 first. That's one of the rules when we</p>	<p>1 Our next speaker will be Angelito</p> <p>2 Gutama, followed by Frank Wemberly.</p> <p>3 MR. ANGELITO GUTAMA: Good</p> <p>4 evening, everyone. I'm going to speak</p> <p>5 in Spanish because my English a little</p> <p>6 bad. I need a translator.</p> <p>7 (Through the interpreter.)</p> <p>8 Good evening, brothers and</p> <p>9 sisters. My name is Angelito Gutama,</p> <p>10 I'm a member of Local 79.</p> <p>11 So thank you for allowing me to</p> <p>12 be here and to share this with you in</p> <p>13 this little space that we have tonight.</p> <p>14 Thank you.</p> <p>15 I'd like to say that I'm not in</p> <p>16 agreement with the rate hikes, and we</p> <p>17 here are workers from Local 79, and</p> <p>18 we're capable of working and doing</p> <p>19 what's necessary.</p> <p>20 We as workers are capable of</p> <p>21 working. We realize the Port Authority</p> <p>22 has problems, but we're here ready to</p> <p>23 work, and we have our families, and</p> <p>24 we're here to work for the beautiful</p> <p>25 city of New York City.</p>

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<p>1 We'll be waiting in the coming 2 months. We're here to tell our bosses 3 that we're ready to work when the moment 4 comes. 5 Thank you, brothers and sisters, 6 for allowing me to share some words with 7 you here. Very good night. 8 (Applause.) 9 HEARING OFFICER KING: Thank you. 10 The next speaker will be Frank 11 Wemberly, followed by Joy D'Avillar. 12 MR. FRANK WEMBERLY: Good 13 evening, ladies and gentlemen. I'm a 14 member of Local 79. And I'd like to see 15 how things are going to really progress 16 in the near future, you know, as far as 17 how you get this ball rolling right now. 18 I came here on behalf of, you 19 know, my people, my union. And I want 20 to hope that we can set things straight 21 here. You know. 22 That's all I have to say right 23 now. Thank you. 24 (Applause.) 25 HEARING OFFICER KING: Thank you.</p>	<p>1 Does it end? Does it ever end? 2 Is there any savings? I'm just 3 wondering, where is all this money 4 going, into a big black hole? It just 5 seems to be disappearing, and everyone 6 is coming, asking for more money. 7 You say there's a recession. Of 8 course, everybody's feeling, and I hear 9 people get up and say, well, everyone 10 has to feel the pinch. But we're not 11 even being pinched. We're being 12 punched. Every which way you're coming, 13 it's like this person taking this and 14 this body needs that. And no one is 15 being called into their offices saying 16 that they're getting a raise. 17 You know, everything is -- the 18 salaries have basically flat-lined or 19 are barely going up. And every which 20 you way you turn, everybody's begging 21 for more money and linking jobs along 22 with it to make people feel guilty. 23 I mean, I feel for everyone who's 24 working. And I want to maintain, and 25 I'm all for safety, but where is the</p>
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<p>1 The next speaker will be Joy 2 D'Avillar, followed by Marcelino 3 Paulino. 4 MS. JOY D'AVILLAR: Hello. I'm a 5 resident of Jersey and the general 6 public. I like to listen to everyone. 7 I like to hear two sides. 8 And I'm all for jobs, and I don't 9 really like the -- I'm not for the hike. 10 And I don't like to hear linking jobs 11 and money. 12 Why are we being turned into the 13 personal ATMs of everyone? This fare 14 hike is not even exorbitant; it's 15 extortionate. It's too much, and when 16 does it stop? And when the projects are 17 done, is it going to go back down or is 18 it going to continue to rise, and then 19 something else? 20 I'm all for safety and I'm all 21 for everyone working. But you get \$4 22 now and, you know, you fix the bridges 23 and tunnels, and then everything is 24 going to go up, and you're going to need 25 another 4 and another 2 and another 3.</p>	<p>1 savings, and where is the plan? And are 2 you going to keep coming back next five 3 years, next four years? You know, are 4 we going to be paying \$22 in ten years, 5 \$50 in another 20? And everybody is 6 going to have to pay. 7 So that's my stand. I'm not for 8 this increase. 9 (Applause.) 10 HEARING OFFICER KING: Thank you. 11 The next speaker is Marcelino 12 Paulino, followed by Lloyd Douglas. 13 Marcelino Paulino? 14 Lloyd Douglas? 15 Lloyd Douglas will be followed by 16 Danny Cordero. 17 MR. LLOYD DOUGLAS: Good evening. 18 My name is Lloyd Douglas. I'm the owner 19 of a small minority consulting firm. 20 We're MBE firms. 21 I'm here to seek to address the 22 issue of the recently proposed fare plan 23 by the Port Authority of New York and 24 New Jersey. 25 The Port Authority, as many of</p>

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<p>1 you know, is a major transportation and 2 economic development agency in New York 3 and New Jersey. It has had a 4 significant impact on the economy of the 5 region. The positive economic activity 6 that it generates benefit the various 7 businesses and residents of both states. 8 A significant portion of the 9 growth has had a positive impact on 10 minority- and women-owned businesses. 11 The Port has had a long history of 12 commitment and practice of inclusion of 13 minority businesses in its programs and 14 projects. 15 As a Port Authority certified 16 minority business myself, I, and many 17 other MWBEs, continue to be 18 beneficiaries of the economic growth. 19 The Authority has awarded millions of 20 dollars in contracts to MWBE firms, who 21 continue to build the airports, the 22 bridges, the tunnels, and, of course, 23 the World Trade Center redevelopment 24 project. 25 These contract awards result in</p>	<p>1 ladies and gentlemen. My name is Danny 2 Cordero. I'm a proud number of Metallic 3 Lathers and Reinforcing Ironworkers 4 Local 46. 5 I live in Queens, and I 6 understand for these toll increases not 7 only to raise revenues for Port 8 Authority, but to create more jobs for 9 hard-working men and women like myself. 10 As a special ironworker, these 11 increased revenues translate into more 12 jobs for my union as well as others 13 throughout the city, both in New York 14 and New Jersey. 15 The Port Authority has cited 16 many -- has cited many locations 17 throughout the city and surrounding 18 areas which will receive much needed 19 infrastructure updates. 20 For example, the replacement of 21 592 suspender ropes of the 80-year-old 22 George Washington Bridge. 23 The George Washington Bridge is 24 the only suspension bridge in the United 25 States that has not received their</p>
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<p>1 thousands of jobs being created and 2 maintained while generating economic 3 activity in minority neighborhoods. 4 I support the Port Authority 5 proposed fare plan designed to generate 6 additional revenue for the agency to 7 continue its programs and projects. 8 The Port Authority has excellent 9 leadership. That has been demonstrated 10 by their passion and their commitment to 11 the growth and development of the 12 region. And they will continue to share 13 fairly with all. 14 Going forward, we will continue 15 to work with the Port as they strive to 16 maximize their performance and their 17 endeavors on behalf of the residents and 18 businesses in both states and the 19 region. 20 Thank you. 21 (Applause.) 22 HEARING OFFICER KING: Thank you. 23 The next speaker will be Danny 24 Cordero, followed by Jessica White. 25 MR. DANNY CORDERO: Good evening,</p>	<p>1 suspender replacements, in the entirety 2 of 80 year old. 3 The Golden Gate and the Ben 4 Franklin, the Triborough Bridge, have 5 already replaced their ropes, at least 6 once, to ensure structural integrity. 7 Needless to say, this job is long 8 overdo and critically important for the 9 structure integrity of the bridge. 10 The work will also translate into 11 \$1 billion worth of work needed for 12 ironworkers and others in the city. 13 There also be a new bus garage 14 connected to the Port Authority 15 terminal, which will serve as a traffic 16 reliever for both the Lincoln Tunnel and 17 midtown streets, saving 2/3 of empty bus 18 trips that must make extra trips 19 throughout the tunnel each day. 20 This will not only serve to make 21 the commute easier for many workers that 22 must come into the city for work, but 23 also translate for more work. 24 The creation of new garage 25 requires a great deal of time and work.</p>

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<p>1 That translates into \$800 million worth 2 of jobs for ironworkers and others in 3 the city. 4 While the tolls will increase, it 5 won't be very popular. We have to look 6 at the bigger picture. 7 In 2008, New York City building 8 trade lost 20,000 jobs. We're 9 experiencing our lowest employment rates 10 in 13 years. I see many of my own 11 friends and family suffering from the 12 lack of jobs and loss of wages. 13 These toll increases will help 14 alleviate the burden that has been 15 thrust upon many families in these tough 16 economic times. 17 My name is Danny Cordero. Thank 18 you very much. 19 (Applause.) 20 HEARING OFFICER KING: Thank you. 21 The next speaker will be Jessica 22 White, followed by Barbara Connolly. 23 MS. JESSICA WHITE: Good evening. 24 My comments are as much for everybody in 25 this room as it is for this panel.</p>	<p>1 is coming out of our pockets because we 2 owe \$14 trillion in debt that we did not 3 generate. It was generated by Wall 4 Street and the City of London. 5 So why do we keep making excuses 6 that we need to pay this back, or we 7 need to get this done, or we may have to 8 sacrifice a little bit here or a little 9 bit there in order for the greater good. 10 This is not the way the 11 Constitution of the United States meant 12 for us to be. 13 Glass-Steagall was working up 14 until 1996 when they took these 15 regulations away so that they could 16 gamble with our mortgages and our food 17 distribution and our homes and our 18 pensions and our health care, on Wall 19 Street and in the City of London, they 20 could gamble it away and then turn 21 around and get bailed out, so that we 22 pay for their gambling debts. 23 These are gambling debts. Stop 24 doing it. Let us stop bleeding. 25 Glass-Steagall, through the</p>
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<p>1 So I just want to show you 2 something that is in the House of 3 Representatives right now. It's called 4 HR 1489. The "HR" stands for House of 5 Representatives Bill 1489, and this bill 6 is called a return to prudent banking as 7 in the 1933 Glass-Steagall Act. 8 Glass-Steagall separated 9 commercial banking from speculative 10 banking. And with that said, we don't 11 have to keep bleeding each other with 12 these increases in this and hikes in 13 that and cuts in everything that we can 14 think of. 15 We already have thousands of 16 people out of work. And if we're going 17 to put people back to work and do things 18 like keep our infrastructure up and do 19 what we need to do with our bridges and 20 tunnels, this is not what's going to 21 save it. 22 This is not going to help it, 23 these hikes. Because the money that is 24 going to pay for this is coming off our 25 heads. We are being bled to death. It</p>	<p>1 Constitution, allows for capital 2 projects to be put in place and has the 3 credit of the United States of America 4 to go back to the municipalities, not to 5 Wall Street. 6 It goes back to the states, it 7 goes back to the counties, it goes back 8 to education and firehouses and 9 hospitals and all the things that keep 10 us alive. 11 This bridge and tunnel thing will 12 impact our food distribution. Trucks 13 are one of the major ways, trucking, 14 that we get food distribution from 15 California and Florida and all these 16 other places. 17 If they have to pay twice the 18 rate to their business and their company 19 and their employees, then our food 20 distribution will be very much affected. 21 We can do this. We have to stand 22 up together. We have to say we are not 23 going to bleed anymore. 24 The Constitution provides, 25 through Glass-Steagall, to pay for these</p>



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<p>1 kinds of capital projects, to put people 2 back to work. 3 Look it up. It is a House bill, 4 House of Representatives Bill 1489. And 5 it is on the floor right now, and they 6 don't want it to get passed because they 7 want to keep bleeding us. So we must 8 stop the bleeding ourselves. 9 This is not a good thing to put 10 through, because it only pays the 11 interest. It doesn't pay the principal 12 on the debt with this bridge and tunnel 13 hike. 14 Our children will be paying and 15 our grandchildren, and our 16 great-grandchildren will probably be 17 paying \$14,000 trillion -- I'm sorry -- 18 \$14 trillion in debt that we did not 19 generate. 20 Stop paying a debt you don't owe. 21 Put Glass-Steagall back in place, 22 because that's the regulations that 23 allowed them to gamble with our lives. 24 People, come together. Look at 25 the real picture. The Constitution of</p>	<p>1 Connolly, followed by Assembly Member 2 Guillermo Linares. 3 MS. BARBARA CONNOLLY: My name is 4 Barbara Connolly. I know these meetings 5 are really just a sham. 6 Rather than Potemkin villages, 7 they're Potemkin meetings. And by that 8 I mean, it's just a joke. But I 9 couldn't not come here tonight and not 10 have myself heard. 11 I'm against these hikes. I'm 12 sick and tired of the middle and working 13 classes paying for everything. I'm 14 tired. I work two jobs. I'm a teacher. 15 I live in New York; I work in New 16 Jersey. I even come home after the -- I 17 get a discount three nights a week 18 because I'm out of my apartment, I'm out 19 of my home for more than 14 hours. 20 My tolls last year cost 1,500. 21 That's a vacation. Where did you go? I 22 didn't go away this year. I went back 23 and forth on the bridge. On the bridge 24 which my grandfather built, by the way. 25 So I'm not against jobs;</p>
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<p>1 the United States is on your side. 2 Believe me. Look it up. 3 You can do this. We can put 4 Glass-Steagall in place. It's the first 5 measure to stop these speculators, stop 6 Wall Street, stop the bleeding from or 7 pockets and our lives and our children's 8 lives. Put Glass-Steagall in place now. 9 Forget this hike stuff. That's 10 just some austerity that is continuing. 11 We lose our jobs, we lose our health 12 care, we lose our hospitals, we lose our 13 fire department; we lose everything, and 14 then they tell us we have to sacrifice. 15 The Constitution doesn't say we 16 have to sacrifice. The Constitution 17 puts credit in the United States and 18 puts this money back into the states so 19 we get our jobs, we get our health care, 20 we get everything we need back in place. 21 Glass-Steagall now. Thank you. 22 (Applause.) 23 HEARING OFFICER KING: Thank you 24 for your comments. 25 The next speaker will be Barbara</p>	<p>1 certainly not against jobs; certainly 2 not against unions. But to link this 3 increase to jobs is cheap, very cheap, 4 in this economy and in this time. 5 I can't believe there's only two 6 of you here, and you guys are probably 7 not up there on the corporate ladder. 8 That's why they sent you. 9 I'm angry. And I'm not hearing 10 enough anger about these toll hikes; 50 11 percent you're raising it. And okay, 12 maybe, maybe they'll give in a little 13 bit, and they'll raise it \$2 instead of 14 \$4. 15 Where's the money going? How 16 many cars and trucks cross the bridge 17 every day? Let's add it up, folks. Add 18 it up. And ask, where is this money 19 going? 20 Where did all the TARP money go? 21 Okay? You guys don't have answers, and 22 you're just going to sit there and stare 23 at me and raise your eyebrows when I say 24 something. Anyway I'm sick, sick and 25 tired. We should all be.</p>

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1	(Applause.)	1	see the end of, it means that people may
2	HEARING OFFICER KING: Thank you.	2	have to end up giving up the jobs.
3	The next speaker will be Assembly	3	Some of them come to work to New
4	Member Guillermo Linares, followed by	4	York. Some leave New York to go to work
5	Matthew Miller.	5	someplace else. And they can barely
6	ASSEMBLY MEMBER GUILLERMO	6	afford what is now the toll for the, for
7	LINARES: Good evening. To the members	7	the George Washington Bridge and for the
8	of the Board of Commissioners, I'm	8	tunnels.
9	Dr. Guillermo Linares. I'm a member of	9	So any increase, I believe, will
10	the New York State Assembly and newly	10	be detrimental to the economy of the
11	elected, new to state government, but	11	state as well as the economy of New
12	not new to city government, where I used	12	York, and also New Jersey particularly.
13	to represent this area in city	13	And so I'm here to register my
14	government as a city council member.	14	deep concern over the proposed increase.
15	And after that, I was commissioner of	15	And I say things are tough for the
16	the Mayor's office of Immigrant Affairs.	16	Authority, but so are they tough for
17	I'm here to register my deep	17	working families and even for the middle
18	concern over the proposed hike in the	18	class, who end up having to have second
19	tolls that connect my district with the	19	jobs in order for them to make ends
20	state of New Jersey and south, a	20	meet.
21	district that I've represented, having	21	So this will be devastating not
22	been a teacher here in the '70s, and an	22	just for New Yorkers, but also for the
23	activist in the '80s, and in the '90s	23	economy of both New York and New Jersey.
24	representing it as a member of New York	24	I wanted to register for the
25	City government.	25	record my opposition to the proposed
Page 67		Page 69	
1	And I can tell you that the	1	increase.
2	people who live on this side of the	2	And I know that there are things
3	Bridge, particularly Washington Heights,	3	and projects that we have ahead. But
4	Inwood, and that I represent, but all of	4	there are many other things that we have
5	New York City and the rest of New York	5	that are now being put brakes on until
6	State are people who work and often need	6	we make sure that people have food in
7	to cross the George Washington Bridge.	7	their table and people do not lose the
8	They need to cross the tunnels.	8	job that they have right now. And this
9	They're working people. They're	9	is what this will do. It will devastate
10	part of low-income families, New	10	already those who are barely making ends
11	Yorkers, that need to cross either	11	meet.
12	because they have a job in New Jersey or	12	And this is something that should
13	in Pennsylvania, south of us here in the	13	be put the brakes on, like when we put
14	city. Or, our community also receives	14	the brake to stop to pay the toll.
15	thousands on a daily basis of people who	15	Let's put the brake on this one right
16	come, live in New Jersey and other	16	now, because I think the circumstances
17	states, cross the bridge or the tunnels.	17	are just devastating for those who have
18	Because they come to New York City to	18	to cross and rely on their livelihood on
19	work.	19	how much they pay on the toll.
20	The vast majority of people that	20	So I wanted to register that.
21	I represent, and the vast majority of	21	And thank you for the opportunity for me
22	people that I speak on behalf, can	22	to testify.
23	hardly afford what they have to pay now.	23	(Applause.)
24	And with the downturn of the economy and	24	HEARING OFFICER KING: Thank you
25	what we're facing now, of which we don't	25	so much.

Page 70		Page 72	
1	The next speaker will be Matthew	1	the consumer, you're wrong.
2	Miller.	2	It's expensive enough to live
3	Matthew Miller?	3	here as it is without this toll hike.
4	Paul Williams? Paul Williams?	4	And I question, where is the money
5	Marcelino Paulino? Marcelino	5	going?
6	Paulino?	6	As far as I know, the Port
7	Is there anyone else present who	7	Authority is paying an average salary of
8	would like to make a statement regarding	8	somewhere around \$90,000 a year. They
9	the proposed actions?	9	have individual employees that are
10	MR. ALEX ROMAN: I actually	10	receiving over \$100,000 a year just in
11	pre-registered but didn't hear my name	11	overtime. That may not apply to
12	called.	12	everybody, but that's a lot of money
13	HEARING OFFICER KING: Okay. And	13	going to a lot of places. And I don't
14	your name is, sir?	14	think that all that is going to
15	MR. ALEX ROMAN: My name is Alex	15	construction.
16	Roman. And I'm strongly opposed to this	16	I disagree with the concept that
17	toll and fare hike. Your agency is	17	increased government spending is an
18	stating that this is necessary due to	18	economic driver. We spent trillions of
19	the economic effects of the recession.	19	dollars on a national stimulus program
20	And I say that exactly because of the	20	to rebuild infrastructure, and the
21	prolonged and severe recession that	21	unemployment rate climbed, and we went
22	we're in right now is a reason not to	22	into a debt crisis.
23	raise tolls.	23	I understand the need to maintain
24	This toll hike is exorbitant.	24	our areas' transportation
25	This is ridiculous. If you list off	25	infrastructure, but I would say that
Page 71		Page 73	
1	these fares, 14 to \$17 to drive through	1	each single operating unit of the Port
2	a tunnel or a bridge, are you out of	2	Authority should be self-financing. The
3	your minds?	3	tolls for the tunnels should pay to
4	It is unreasonable on its face.	4	maintain the tunnels. The tolls for the
5	And I'm astonished that the agency would	5	bridges should pay to maintain the
6	even put these numbers forward in front	6	bridges. The PATH fare should maintain
7	of and expect us to take this seriously.	7	the PATH system.
8	It's going to unreasonably	8	We should not be putting the cost
9	increase the cost of living and doing	9	on the commuter to run an entire capital
10	business in New York State at a time	10	program to cover the entire New York/New
11	when the state is experiencing a net	11	Jersey metropolitan area. It's simply
12	out-migration of population here.	12	unfair to balance the entire cost of
13	People are leaving here because	13	running this Authority on people who
14	it's too expensive to live here. You're	14	want to drive across bridges and tolls
15	going to increase the cost for the	15	and take the PATH train just to go to
16	average citizen to go to work, to shop,	16	work.
17	to dine, to patronize the entertainment	17	I think this is unfair; I think
18	industry. You're going to increase the	18	it should not happen; I'm opposed to it
19	cost of consumer goods, particularly	19	in every way.
20	food.	20	(Applause.)
21	If you look at the tolls that	21	HEARING OFFICER KING: Thank you
22	they're going to be charging trucks to	22	for your comments.
23	drive through the tunnels to deliver	23	Matthew Miller?
24	food to the grocery store, and you think	24	Paul Williams?
25	they're not going to pass that down to	25	Marcelino Paulino?

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1 Is there anyone else present who  
2 would like to make a statement regarding  
3 the proposed actions?

4 Let the record reflect that no  
5 one's answered affirmatively to the  
6 question, and the time is now 7:15.

7 The time is 7:15. And this  
8 hearing is now concluded. Thank you for  
9 your participation.

10 (Time noted: 7:16 p.m.)  
11  
12  
13  
14  
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22  
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24  
25

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1 C E R T I F I C A T E

2  
3 STATE OF NEW YORK  
4 COUNTY OF NASSAU

5  
6 I, PATRICIA A. BIDONDE, a Notary  
7 Public within and for the State of New  
8 York, do hereby certify:

9  
10 That this transcript is a true  
11 record of the proceeding.  
12

13 I further certify that I am not  
14 related to any of the parties to this  
15 action by blood or marriage, and that I  
16 am in no way interested in the outcome  
17 of this matter.  
18

19 IN WITNESS WHEREOF, I have  
20 hereunto set my hand this day,  
21 August 17, 2011.  
22

23 PATRICIA A. BIDONDE, RPR  
24  
25

A				
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