

FINAL COPY

The Port Authority of New York & New Jersey
Public Hearing - Toll & Fare Proposals

August 16, 2011

John F. Kennedy International Airport
6:00 p.m.

JANE ROSE REPORTING
Marie Foley, RMR, CRR, Court Reporter

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<p style="text-align: right;">Page 2</p> <p>HEARING OFFICER: Michael B. Francois, PP, AICP</p> <p>SPEAKERS: Steve Mazza Jose Castillo Bernard Callagari Byron Silva Michael Halpin Matthew Carrol Barry Panicola Steve Perez Jerome Wilson James Messemer John Sullivan Michael Thomsen Karl Lanfrit James Heyliger Ruth Ruales Daniel Krupnski James Conway Matthew Casey Tony Duff Carlos Ortega Ray Rowdino Richard Altacho</p>	<p style="text-align: right;">Page 4</p> <p>1 HEARING OFFICER FRANCOIS: Okay. 2 We're going to get going. 3 My name is Michael Francois. I 4 am chief of real estate and 5 development at the Port Authority of 6 New York and New Jersey, and I will be 7 serving as the hearing officer for 8 today's public comment meeting. 9 The purpose of this hearing is 10 to inform the public about the Port 11 Authority's proposed toll and fare 12 increases on its interstate bridges 13 and tunnels and the -- could everybody 14 hear me? 15 AUDIENCE: Yes. 16 HEARING OFFICER FRANCOIS: And 17 PATH rail system and to solicit public 18 comments on the proposal. To fully 19 solicit comments from the public, the 20 Port Authority is holding the most 21 number of hearings it has ever held 22 for a revenue proposal - eight over 23 the course of the day in locations 24 throughout New York and New Jersey, as 25 well as one additional online hearing.</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 To provide everyone who wishes 2 to speak with an adequate opportunity 3 to be heard, anyone who has not yet 4 registered and who wants to provide 5 comments at this meeting must register 6 at the registration desk at the 7 entrance to the room by 6:30 this 8 evening. 9 Spanish translators are 10 available for speakers who wish to 11 deliver their comments in Spanish. 12 ASL interpretation is also available. 13 General information and copies 14 of notice of today's hearing are 15 available at the registration table. 16 All comments presented at this hearing 17 and those submitted and received by 18 7:00 p.m. on August 16th, 2011 will be 19 accepted by the Port Authority in its 20 consideration of the actions that are 21 subject of this public hearing. 22 Written statements should be sent to 23 Public Hearing Comments, 225 Park 24 Avenue South, 18th Floor, New York, 25 New York 10003, or submitted online</p>

<p style="text-align: right;">Page 6</p> <p>1 at www.panyng.info. The Port 2 Authority's Board of Commissioners 3 will receive a copy of today's 4 transcript and any written comments 5 received prior to the deadline. 6 At this time, I will make a 7 short opening statement explaining the 8 Port Authority's toll and fare 9 proposal and why the Port Authority 10 believes a toll and fare proposal is 11 necessary. The toll and fare proposal 12 under consideration is as follows: 13 Tolls for autos using E-ZPass on 14 Port Authority's crossings to increase 15 from six dollars to ten dollars 16 round-trip for off-peak travel and 17 from eight dollars to twelve dollars 18 in peak hours. An additional two 19 dollar increase during peak and off 20 hours will be implemented in 2014. 21 A cash toll surcharge of three 22 dollars to increase the cash rate from 23 eight dollars to 15 dollars during the 24 peak period in 2011 for the 25 percent 25 of toll-payers who still use the</p>	<p style="text-align: right;">Page 8</p> <p>1 Island Bridge "Discount Plan" for 2 E-ZPass users, giving these frequent 3 users a 50 percent toll discount on 4 the peak E-ZPass toll. 5 In addition, qualified energy 6 efficient vehicles with GreenPasses 7 will see no toll increases during 8 off-peak hours in 2011, and the 9 car-poolers discount rate is preserved 10 in 2011 with a 50 percent discount off 11 the E-ZPass peak hour rate. Both 12 GreenPasses and car-poolers will see a 13 two dollar increase in 2012. 14 Finally, the PATH fare would 15 increase from \$1.75 to \$2.75 in 2011, 16 with the average discount fare 17 increasing to \$2.10 from \$1.30 given 18 the steep 25 percent discount, which 19 will be fully preserved. The 30-day 20 unlimited pass will increase to 21 eighty-nine dollars from fifty-four 22 dollars. 23 This proposed toll and fare 24 increase will fully fund a 33 billion 25 dollar ten-year plan, and will</p>
<p style="text-align: right;">Page 7</p> <p>1 optional cash system, similar to the 2 MTA. The surcharge will increase by 3 an additional two dollars in 2014. 4 Truck tolls per axle using 5 E-ZPass off-peak to increase from 6 seven dollars to thirteen dollars 7 round-trip and peak from eight dollars 8 to fourteen dollars, with an 9 additional two dollar per axle 10 increase in 2014 for both off-peak and 11 peak hours. A similar cash surcharge 12 of three dollars per axle will be 13 applied to trucks in 2011 that 14 continue to use the optional cash 15 system with an additional two dollars 16 per axle in 2014. 17 There will be no toll increases 18 in 2011 on trucks that cross during 19 the overnight discount period and the 20 Port Authority will expand this 21 overnight period an additional two 22 hours each weekday night from ten p.m. 23 to six a.m. Presently it's midnight 24 to six a.m. 25 Fully preserving the Staten</p>	<p style="text-align: right;">Page 9</p> <p>1 generate 167,000 jobs. 2 This toll and fare proposal is 3 necessary because the Port Authority 4 is facing three unprecedented 5 challenges: one, an historic economic 6 recession that has sharply decreased 7 revenue below our projections; two, 8 more than six billion dollars in 9 security costs since 9/11, which have 10 more than tripled from pre-9/11 11 security costs; and three, the cost 12 of rebuilding the World Trade Center, 13 which is now estimated at 11 billion 14 dollars. 15 The proposal comes only after 16 the Port Authority has initiated an 17 aggressive cost-cutting plan starting 18 in 2008 to manage its resources as the 19 impact of the economic recession 20 became clear: cutting five billion 21 dollars in capital projects and 22 deferring billions more; holding 23 operating expenses at zero-growth for 24 three consecutive years; and cutting 25 the agency headcount to its lowest</p>

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<p>1 level in forty years, an eleven 2 percent reduction of non-police staff 3 in the past five years. 4 The Port Authority does not 5 receive tax revenue, making its toll 6 and fare structure the primary way to 7 fund the region's critical interstate 8 transportation network. At this 9 point, after a multi-year effort to 10 control spending in recognition of 11 declining capital capacity, failure to 12 act risks 240 critical infrastructure 13 projects and thousands of jobs, and 14 will prevent the largest overhaul of 15 the agency's aging facilities in its 16 90-year history. 17 Projects that are contingent 18 upon the proposed toll and fare plan 19 include: 20 The first replacement of all 592 21 suspender ropes at the 80-year old 22 George Washington Bridge, the world's 23 busiest crossing, joining other 24 suspension bridges like the Golden 25 Gate and RFK, which have already</p>	<p>1 opportunity to speak, we require that 2 speakers keep their oral presentations 3 to no more than three minutes. Please 4 note that there is a timer placed on 5 the table in the front of the room and 6 will count down three minutes. We 7 remind you to be considerate of other 8 speakers and conclude in a timely 9 fashion. 10 I will call the names of those 11 who have preregistered and are here to 12 speak. I will read the name of the 13 person who is first and the two names 14 on the list that will follow so that 15 everyone will be aware of the order in 16 which they are speaking. 17 When it is a person's turn to 18 speak, that person should use the 19 microphone available. When you come 20 forward to offer comments, I ask if 21 you identify yourself, to give your 22 name and your organizational 23 affiliation, if appropriate, for the 24 record. 25 If you have written comments,</p>
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<p>1 replaced theirs. 2 The replacement of the Lincoln 3 Tunnel Helix. It will require major 4 lane closer and load restrictions if 5 not replaced. 6 The raising of the Bayonne 7 Bridge, which will solve the current 8 clearance problems, preventing the 9 post-PANAMAX ships from accessing key 10 ports within our metro area. 11 And significant security 12 investments at our region's airports, 13 including the installation of security 14 barriers. 15 The complete replacement of 340 16 PATH cars, replace the 100-year old 17 signal system and duct bank network, 18 upgrade PATH security with tunnel 19 hardening and flood mitigation 20 measures, and rehabilitate the 21 system's aging stations. 22 We're now going to begin the 23 public comment portion of this 24 hearing. 25 In order to give everyone an</p>	<p>1 please provide them to the staff at 2 the registration table at the entrance 3 to the room so that these comments can 4 be included in the final transcript of 5 these proceedings. 6 Finally, we remind you that the 7 purpose of this hearing is to afford 8 you an opportunity to make statements 9 and comments about the proposed toll 10 and fare increase. This is not a 11 question and answer session. It is an 12 opportunity for you to present your 13 views so the Port Authority can 14 consider them in making a final 15 determination. 16 Now I'm going to call the first 17 three names. Steve Mazza, Joe 18 Castillo and Bernard Allegari. 19 MR. MAZZA: Good evening. My 20 name is Steve Mazza. I am a 21 vice-president business agent with the 22 International Union Of Elevator 23 Constructors Local 1. Local 1 24 represents 2800 men and women who 25 construct, modernize, maintain and</p>

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<p>1 repair elevators, escalators and 2 moving walkways throughout the 3 metropolitan area. Our members live 4 and work both in New York and New 5 Jersey. 6 Local 1 realizes that the Port 7 Authority's faced with a historic 8 financial challenge. How we react to 9 this challenge will certainly impact 10 the working families of the region. 11 The IUEC Local 1 supports the 12 proposed toll structure. We support 13 the generation of 167,000 jobs, and we 14 support the ongoing transportation and 15 infrastructure projects undertaken by 16 the Port Authority. We support 17 putting America back to work. 18 Thank you. 19 HEARING OFFICER FRANCOIS: Mr. 20 Castillo. 21 MR. CASTILLO: Yes. Good 22 evening. My name is Jose Castillo, 23 and I am speaking tonight about the 24 need to pass the Port Authority 25 proposal.</p>	<p>1 lately, and I know it's a personal 2 issue for a lot of Americans, as well 3 as our government. One of the things 4 I like about this proposal is that it 5 funds the work now rather than 6 creating unreasonable debt to be 7 passed on to our children. 8 Our country built its way out of 9 the great depression. The recession 10 may be over in name, but New York City 11 workers need help. Let's build a 12 stronger New York today using the Port 13 Authority's plan. 14 Thank you. 15 HEARING OFFICER FRANCOIS: Thank 16 you. 17 Mr. Callagari? 18 MR. CALLAGARI: Good evening. 19 My name is Bernard Callagari. I'm an 20 organizer for the Laborers' Local 79. 21 I'm a proud laborer and a lifetime 22 residents of Queens. I'm here tonight 23 to express my support for the Port 24 Authority proposal. 25 I grew up in a tough neighborhood</p>
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<p>1 I'm a proud construction worker, 2 and organizer for Laborers' Local 10 3 and residents of New York City. 4 I live in the Bronx, and every 5 day I go out my door I see unemployed 6 men and women who have lost hope. 7 I drive on the streets of this 8 great city to get to work crossing 9 bridges that need repairs, through 10 traffic congestion that tie me up, and 11 I think that we can do better than 12 that. Our city needs us to invest in 13 it. Our residents need jobs that can 14 move them into the middle class. 15 Even though it means sometimes 16 I'll pay more to get to and from work, 17 I applaud the Port Authority for 18 committing to us. When we share the 19 load to improve infrastructure, we 20 move our city forward. Our bridges 21 and tunnels need maintenance and the 22 Port Authority has come up with a fair 23 and responsible plan to make it 24 happen. 25 We've heard a lot about debt</p>	<p>1 where a few people had real jobs. I'm 2 one of the lucky ones who found a 3 career and a way out, but that was 4 only possible because the jobs were 5 there if a person really wanted them. 6 Now with almost 20 percent real 7 unemployment, it is a different story 8 for most. 9 The Port Authority is promising 10 over 180,000 real middle class jobs 11 for a region that was hit hard by this 12 decline. I, for one, am happy to pay 13 higher tolls if it means bringing good 14 jobs back to our city. 15 The ten-year 30 billion dollar 16 capital plan will be a lifeline for 17 New York City workers. It will also 18 be a lifeline for our infrastructure. 19 The fact that the George 20 Washington Bridge cables haven't been 21 replaced scares me. I drive over that 22 bridge with my children and I expect 23 it to be safe. I read all the time 24 about how across the country 25 infrastructure is aging and failing.</p>

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<p>1 Our economy in this city depends on 2 the systems working, on our ability to 3 move people, goods and services in and 4 out of our city. It's at a point 5 where we can't just look the other 6 way. 7 I applaud the Port Authority for 8 creating a plan to invest in our 9 bridges and tunnels. 10 Thank you. 11 HEARING OFFICER FRANCOIS: Thank 12 you for your comments. 13 The next three speakers are 14 Byron Silva, Mike Halpin and Matthew 15 Carrol. 16 MR. SILVA: Good evening. My 17 name is Byron Silva. I am the 18 business manager of Laborers' Local 19 10. I'm here today to comment on what 20 I consider to be a very important 21 aspect of the Port Authority's 22 proposed toll and fare increase: its 23 potential benefit to our environment. 24 Traffic cause many things, 25 delays, frustration, fender-benders,</p>	<p>1 peak hours. A similar cash surcharge 2 of three dollars per axle will be 3 applied to trucks in 2011 that 4 continue to use the optional cash 5 system with an additional two dollars 6 per axle in 2014. 7 To further incentivize trucks to 8 cross during the overnight period, to 9 reduce the congestion during the day, 10 there will be no toll increase on 11 trucks that cross during the overnight 12 discount period and this overnight 13 period will be expanded an extra two 14 hours each weekday night from ten p.m. 15 to six a.m., previously from twelve 16 a.m. to six a.m. 17 This will result in a 61 percent 18 discount for typical two-axle truck 19 which will continue to pay eleven 20 dollars overnight as compared to the 21 twenty-eight dollars toll in 2011 for 22 the same truck using E-ZPass during 23 the peak period. 24 Truck traffic is often the cause 25 for congestion during early morning</p>
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<p>1 congestion, noise and air pollution 2 among them. From my perspective, the 3 proposed toll and fare increases offer 4 several ways to mitigate some of these 5 negative traffic factors. 6 For one, the Port Authority is 7 proposing a cash toll surcharge of 8 three dollars to increase the cash pay 9 from eight to fifteen dollars in 2011 10 for the 25 percent of toll-payers who 11 still use the optional cash system 12 similar to the MTA. The surcharge is 13 expected to increase the E-ZPass 14 market share to approximately 85 15 percent, which will reduce travel 16 delays during the peak of traffic 17 congestion by ten to twenty minutes. 18 Second, the Port Authority 19 proposed that trucks' tolls per axle 20 using E-ZPass off-peak are to increase 21 from seven to thirteen dollars 22 round-trip and during peak hours from 23 eight to fourteen dollars with an 24 additional two dollars per axle 25 increase in 2014 for both off-peak and</p>	<p>1 and evening rush hour commutes. 2 Trucks idling in bumper-to-bumper on 3 bridges and the ramps, on the tunnels 4 spew fumes and pollution into the air 5 during the day the most -- when most 6 New Yorkers are out and about going to 7 work, to school, running errands. 8 The steep discount for crossing 9 at night could potentially eliminate 10 much rush hour truck traffic and 11 improve air quality as a result. 12 Around the world, cities 13 restrict the hours of commercial 14 deliveries to relieve traffic and 15 reduce pollution during the peak 16 commuter and work hours. No one is 17 suggesting that New York implement 18 such a plan, though it might be 19 prudent. 20 A byproduct of the Port 21 Authority's proposed increases may be 22 a shift in commercial deliveries from 23 the peak to the off-peak hours. 24 Trucking companies, as well as 25 truckers, lose money when their goods</p>

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<p>1 and drivers are stuck in traffic 2 entering or exiting the city, as well 3 as in the crosstown traffic. Make it 4 more expensive to sit in traffic and 5 maybe logistic experts will see the 6 value of overnight deliveries, plus 7 eliminating some of the traffic and 8 pollution caused by commercial 9 vehicles during peak hours. 10 In addition to the above 11 mitigation measures, qualified 12 energy-efficiency cars with 13 GreenPasses will see no toll increase 14 during off-peak hours in 2011, and the 15 car-poolers discount rate is preserved 16 in 2011 with a 50 percent discount off 17 the E-ZPass peak hour rate. Both 18 GreenPasses and car-poolers will see a 19 two dollar increase in 2014. 20 Family budgets are tight. 21 HEARING OFFICER FRANCOIS: Mr. 22 Silva, will you complete your 23 comments, please. 24 MR. SILVA: Sure. 25 For those who commute via the</p>	<p>1 Mr. Halpin? 2 MR. HALPIN: Good evening. My 3 name is Michael Halpin. I'm an 4 organizer with the International Union 5 of Elevators Union Local 1. I'm a 6 resident of Woodside, Queens. 7 Local 1 represents men and women 8 throughout the metropolitan area. Our 9 members construct, modernize, maintain 10 and repair elevators and escalators. 11 Our members live and work in both New 12 York and New Jersey. 13 The Port Authority does not 14 receive tax dollars. Failure to raise 15 revenues would result in the loss of 16 some 3900 jobs. Our unemployment is 17 at its highest rate in years. We 18 cannot afford to lose a single job. 19 The new 33 billion dollar 20 capital program will generate 9.7 21 billion in wages. This is why we need 22 to rebuild our region and restore our 23 economy. 24 This isn't an easy decision for 25 us to come to as a union in that our</p>
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<p>1 PATH train, the fare increase of one 2 dollar will help pay for much-needed 3 improvements in the hundred-year-old 4 PATH infrastructure in the PATH 5 stations. 6 The alternative to approving the 7 proposal which will result in hundreds 8 of repair projects, lane closure, 9 other time-intensive delays on Port 10 Authority crossing, just the opposite 11 of what I have outlined, will have 12 more traffic, more congestion, more 13 intended pollution that no one wants. 14 For the potential positive impact the 15 proposal could have in reducing 16 traffic, improving the region's air 17 quality, mitigating congestion and 18 increasing use of mass transit, I 19 support the Port Authority's toll and 20 fare hike proposal and suggest those 21 of you who care about the environment 22 to do the same. 23 Thank you, very much. 24 HEARING OFFICER FRANCOIS: Thank 25 you.</p>	<p>1 members commute via the bridges and 2 the tunnels and the mass transit, but 3 the bottom line is this is what the 4 economic kick that our region needs to 5 move forward and we support the 6 proposed toll structure. 7 Thank you. 8 HEARING OFFICER FRANCOIS: Thank 9 you. 10 Matthew Carrol? 11 MR. CARROL: My name is Matthew 12 Carrol. I am a resident of Ozone Park 13 and a member of the International 14 Union Of Elevator Constructors Local 15 Number 1. I am one of 2800 members 16 that my union is concerned for. 17 The 167,000 jobs that this 18 proposal will generate will go a long 19 way towards relieving the pain of the 20 families of the unemployed brothers 21 and sisters. 22 I am proud that my union 23 supports this job-generating proposal, 24 and I support this proposal. 25 HEARING OFFICER FRANCOIS: The</p>

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<p>1 next three speakers: Christopher 2 Stadulis, Scott Roche and Barry 3 Panicola. 4 MR. PANICOLA: Good evening and 5 thank you for the opportunity to speak 6 at this hearing. My name is Barry 7 Panicola. I'm the director of 8 transportation for Metro New York Fuel 9 Supplier and have been in the trucking 10 industry for my entire career. 11 The proposed increase of 75 to 12 113 percent in 2011, an additional 12 13 to 36 percent in 2014, is a tremendous 14 burden for the trucking industry. 15 Though we appreciate the overnight 16 freeze for 2011, most trucks do not 17 choose to travel during the day and 18 are dictated -- the hours are dictated 19 by suppliers and customers. 20 Further damage in the increase 21 of the peak hours is the increase of 22 the peak hours by one hour on weekdays 23 and two hours on the weekend. 24 Eighty-one percent of the freight into 25 New York City comes in by trucks.</p>	<p>1 closed in the last few years, hurting 2 their employees and their families. 3 The truck toll's justification 4 used is an outdated and disputed 5 statistic from the 1970s to 6 demonstrate the truck damage to the 7 roads. More concerning is the fact 8 that the bridges and tunnels appear to 9 be making money for the Authority, 10 while other areas are being subsidized 11 by the toll money. This is money that 12 should be used to improve the 13 condition of bridges and tunnels. 14 The ratio of capital 15 expenditures to bridges and tunnels as 16 compared to other Port Authority 17 projects is staggering. At a time 18 when the whole nation is faced with 19 infrastructure challenges, it is 20 irresponsible for tolls not to be used 21 to improve infrastructure and not 22 subsidize other forms of 23 transportation which are not 24 supporting themselves. 25 The New York region can't</p>
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<p>1 Freight brought in by rail, air or 2 water ultimately ends up on trucks. 3 Whether it was milk, bread or iPads, 4 it was delivered by a truck before it 5 made it to our door. 6 The increase cost to the 7 trucking city will ultimately 8 translate into higher cost of goods 9 coming to New York City, though in the 10 short-term there will be no way with 11 current contracts and arrangements for 12 these costs to be passed on to the end 13 user. They will be absorbed by an 14 industry which has been hit by high 15 fuel prices, the recession and 16 operates on small profit margins. 17 Asking an industry to withstand 18 the 75 percent increase within two 19 weeks of announcing it is 20 unreasonable. Any increase should 21 allow for current contracts to 22 terminate or be renegotiated. 23 The trucking industry employs 24 close to 450,000 people in New York 25 State. Many trucking companies have</p>	<p>1 function without trucks delivering 2 goods. There were many options for 3 people and their transaction needs; 4 trucks do not have those options, 5 though it appears we're being punished 6 to support other forms of 7 transportation. 8 I want to emphasize that the 9 time between the announcement and the 10 effective date is unreasonable and 11 does not give the industry or a 12 company like mine, which spends 150 13 thousand dollars per year in tolls, 14 the ability to look at our exposure or 15 attempt to renegotiate contracts and 16 make necessary decisions. 17 We deliver fuel to many 18 government agencies, including the 19 Port Authority, and will not have the 20 ability to regain these costs. 21 Additionally, these hearings 22 need to be better publicized and 23 enough time given for more of the 24 affected parties to voice their 25 opinion.</p>

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<p>1 Thank you.</p> <p>2 HEARING OFFICER FRANCOIS: Thank</p> <p>3 you.</p> <p>4 Before I go to the unregistered</p> <p>5 speakers, is Scott Roche or</p> <p>6 Christopher Stadulis here?</p> <p>7 (No response.)</p> <p>8 HEARING OFFICER FRANCOIS: The</p> <p>9 next three speakers will be Steve</p> <p>10 Perez, Kevin Kelly, and Jerome Wilson.</p> <p>11 MR. PEREZ: Hello. My name is</p> <p>12 Steve Perez. I am a proud member of</p> <p>13 the Metallic Lathers and Reinforcing</p> <p>14 Ironworkers' Local 46, living in</p> <p>15 Queens.</p> <p>16 I understand the need for these</p> <p>17 toll increases. Not only to raise</p> <p>18 revenues for the Port Authority, but</p> <p>19 to create more jobs for hard-working</p> <p>20 men and women like myself.</p> <p>21 As a specialized ironworker,</p> <p>22 these increase revenues translate into</p> <p>23 more jobs for my union, as well as</p> <p>24 others throughout the city and both</p> <p>25 New York and New Jersey.</p>	<p>1 Bus Terminal which will serve as a</p> <p>2 traffic reliever to the Lincoln Tunnel</p> <p>3 and Midtown Manhattan streets, saving</p> <p>4 two-thirds of the empty bus trips that</p> <p>5 must make two extra trips through the</p> <p>6 tunnel each day. This will not only</p> <p>7 serve to make the commute easier for</p> <p>8 many workers that must come into the</p> <p>9 city for work, but it will also</p> <p>10 translate into more work for</p> <p>11 ironworkers. The creation of a new</p> <p>12 garage requires a great deal of time</p> <p>13 and work, and that translates into an</p> <p>14 800 million dollar job for</p> <p>15 ironworkers, as well as other</p> <p>16 specialized and highly skilled union</p> <p>17 workers.</p> <p>18 While the tolls will increase</p> <p>19 and it won't be very popular, we have</p> <p>20 to look at the bigger picture. Since</p> <p>21 2008, New York City building trades</p> <p>22 have lost approximately twenty</p> <p>23 thousand jobs, and we are experiencing</p> <p>24 our lowest employment rate in thirteen</p> <p>25 years. I see many of my own friends</p>
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<p>1 The Port Authority has cited</p> <p>2 many locations throughout the city and</p> <p>3 surrounding areas which will receive</p> <p>4 much-needed infrastructural updates,</p> <p>5 for example, the first replacement of</p> <p>6 all 592 suspender ropes of the</p> <p>7 80-year-old George Washington Bridge.</p> <p>8 The George Washington Bridge is the</p> <p>9 only suspension bridge in the United</p> <p>10 States that has not had its suspender</p> <p>11 ropes replaced in the entirety of its</p> <p>12 80-year existence. The Golden Gate,</p> <p>13 the Ben Franklin and the</p> <p>14 Triboro-slash-RFK bridges have already</p> <p>15 replaced their ropes at least once to</p> <p>16 ensure structural integrity. Needless</p> <p>17 to say, this job is long overdue and</p> <p>18 critically important for the</p> <p>19 structural integrity and safety of the</p> <p>20 bridges.</p> <p>21 This work would also translate</p> <p>22 into one billion worth of much-needed</p> <p>23 work for ironworkers.</p> <p>24 There will also be a new bus</p> <p>25 garage connected to the Port Authority</p>	<p>1 and family members suffering from a</p> <p>2 lack of jobs and loss of wages. These</p> <p>3 toll increases will help to alleviate</p> <p>4 the burden that has been thrust upon</p> <p>5 many families in these tough economic</p> <p>6 times.</p> <p>7 Thank you.</p> <p>8 HEARING OFFICER FRANCOIS: Thank</p> <p>9 you.</p> <p>10 Kevin Kelly?</p> <p>11 (No response.)</p> <p>12 HEARING OFFICER FRANCOIS: Jerome</p> <p>13 Wilson?</p> <p>14 MR. WILSON: Good afternoon,</p> <p>15 ladies and gentlemen. My name is</p> <p>16 Jerome Wilson. I'm a 79 union labor</p> <p>17 worker, and I just support the</p> <p>18 proposal simply because better jobs</p> <p>19 and union work.</p> <p>20 Thank you.</p> <p>21 HEARING OFFICER FRANCOIS: Is</p> <p>22 Kevin Kelly here?</p> <p>23 (No response.)</p> <p>24 HEARING OFFICER FRANCOIS: The</p> <p>25 next three speakers are James</p>

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<p>1 Messemer, John Sullivan and Michael 2 Thomsen. 3 MR. MESSEMER: Good evening. My 4 name is James Messemer, proud union 5 member of Local 79. I am also known 6 as John Q. Public, or at least one of 7 the many faces of John Q. Public. 8 Whichever you like to call me, James 9 Messemer or John Q. Public, I wish to 10 say I am a supporter of the toll hike. 11 New York City needs these jobs, and as 12 a proud resident of New York City, I 13 beg you, please, pass this. 14 Thank you. 15 MR. SULLIVAN: Good evening. My 16 name is John Sullivan. I'm a proud 17 member of Local 79 Mason Tenders. 18 I grew up in New York City. I 19 now reside in Queens. 20 I'm in favor of this proposal. 21 It will bring another 167,000 jobs, 22 and that's what we need for the 23 economy. 24 Thank you. 25 HEARING OFFICER FRANCOIS: Is</p>	<p>1 this is a dual problem for me. 2 This toll could be Southeast 3 Queens stimulus package. The best 4 employer for minorities in this city 5 in the last ten years has been the 6 Port Authority. We had 123 million 7 dollars on the AirTrain. We've got 40 8 million dollars coming to us for the 9 Jamaica station. We have airlines and 10 agencies working providing jobs for us 11 now. 12 There must not be any 13 republicans on the board of the Port 14 Authority since you're all going to 15 spend some money because the only way 16 for us to survive is to work. 17 We done lost our jobs, lost our 18 cars, and when we had it we couldn't 19 afford the gas. So I beseech you, I 20 don't give a damn what you have to 21 pay, raise the tolls so we can go to 22 work. 23 HEARING OFFICER FRANCOIS: Is 24 Mr. Ulukbek Ajabbrov here? 25 (No response.)</p>
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<p>1 Michael Thomsen here? 2 (No response.) 3 HEARING OFFICER FRANCOIS: The 4 next three speakers are Karl Lanfrit, 5 James Heyliger and Ulukbek Ajabbrov. 6 MR. LANFRIT: My name is Karl 7 Lanfrit. I'm a proud member of New 8 York City Local 79 Laborers. 9 I just want to say coming from a 10 family history of hard-working people, 11 what helped us get out of the hard 12 times in the '70s was when the funds 13 were given to construction. 14 I say get this thing passed and 15 let's get to work. 16 MR. HEYLIGER: Good evening. My 17 name is James Heyliger. I'm the 18 president of the Association of 19 Minority Enterprises of New York. 20 That's a 36-year-old minority-run 21 business trade association. That's 22 the largest minority trade association 23 in the state of New York. 24 I'm also the proud father of two 25 sons, one Local 79, one Local 731. So</p>	<p>1 HEARING OFFICER FRANCOIS: The 2 next three speakers are Ruth Ruales, 3 Daniel Krupnski and James Conway. 4 MS. RUALES: Hi. I am Ruth 5 Ruales for Local 78. I am here for 6 support for Port Authority. 7 The proposal, this proposal is 8 going to create many, many jobs for my 9 brothers and sisters. 10 Thank you. 11 HEARING OFFICER FRANCOIS: Mr. 12 Krupnski? 13 MR. KRUPNSKI: Good evening. 14 Thank you for coming and participating 15 in this event, and thank you for the 16 opportunity to speak at this hearing. 17 My name is Daniel Krupnski, and 18 I proudly represent Laborers' 19 International, as well as Laborers' 20 Local 78 members. 21 Ladies and gentlemen, today I 22 have the opportunity to hear lots of 23 pros and cons about the Port Authority 24 project, and I think that some of us 25 here would want to win over our</p>

<p style="text-align: right;">Page 38</p> <p>1 safety. Our bridges and tunnels are 2 in terrible condition, and they need 3 to be fixed and maintained properly. 4 Yes, we all commute to work, to 5 school, or to visit our family 6 members, and all of us are paying 7 tolls, but now we are here all 8 together at the table in order to 9 discuss to raise them or not. 10 As a union member, I strongly 11 support and say yes to Port Authority 12 proposal. It will provide work for my 13 brothers and sisters, and at the same 14 time, it will cut down the 15 unemployment rate. Additionally, it 16 might be painful to our pockets, but 17 in the long run it will improve our 18 economy for all of us residents of New 19 York and New Jersey and their family. 20 The time to address the Port 21 Authority proposal has come around. 22 We can't procrastinate and act like we 23 don't see what is necessary to be done 24 and it has to be done now. We 25 shouldn't wait for what could happen</p>	<p style="text-align: right;">Page 40</p> <p>1 result was empty shells and long 2 lines. So by having low prices for 3 tolls is the same scenario. You're 4 going to have congestion. You're 5 going to have poor infrastructure. 6 Our country deserves better so 7 we need to improve our roads, have 8 less congestion. So, therefore, let's 9 raise the tolls and get that -- get 10 this through and make this country a 11 better country. 12 Thank you. 13 HEARING OFFICER FRANCOIS: Let 14 me repeat anyone who would like to 15 speak should register at the desk in 16 the rear, the registration desk, so we 17 can have a card and we can have a 18 record of you speaking and organize 19 this more appropriately. 20 The next three speakers are 21 Matthew Casey, Tony Duff, and Carlos 22 Ortega. 23 MR. CASEY: Matthew Casey, Local 24 79. 25 I kind of got put on the spot</p>
<p style="text-align: right;">Page 39</p> <p>1 in one of the bridges -- with one of 2 the bridges in the state of 3 Mississippi because it was a huge 4 tragedy. So let us all learn from the 5 past in order not to face it here. 6 Choose safety because it should 7 always go first. So let us all make 8 it happen. 9 Thank you. 10 HEARING OFFICER FRANCOIS: Is 11 Mr. Conway here? 12 MR. CONWAY: Good evening. My 13 name is James Conway. I'm with the 14 International Union Of Operating 15 Engineers Local 14. I'm here to 16 support the project. 17 Bridges, tunnels, airports are 18 very expensive to build, but they are 19 very valuable and you need to pay for 20 them. 21 Non-democratic governments, not 22 like ours, did something similar. 23 What they did was they imposed low 24 consumer prices to their products. 25 What was the result of it? The</p>	<p style="text-align: right;">Page 41</p> <p>1 tonight. Not really good with public 2 speaking, but I'm all for the 3 proposal. If I got to pay an extra 4 couple bucks out of my pocket to cross 5 over the bridges, I don't care as long 6 as I have a job coming up. 7 I travel the George Washington 8 Bridge every weekend going to my house 9 in Pennsylvania, and like what Bernard 10 said I'm with my kids all the time. I 11 was watching America crumbling the 12 other night on T.V., and it kind of 13 scared the hell out of me knowing that 14 could happen here. 15 So let's pass this thing. 16 HEARING OFFICER FRANCOIS: Tony 17 Duff? 18 MR. DUFF: Yeah, Local 79 19 member. Proud member that is. I kind 20 of fell into it tonight. I didn't 21 expect to be here. 22 However, I'm hearing a lot of 23 good things. The scariest thing that 24 I'm hearing is that bracing for the 25 George Washington Bridge, I believe,</p>

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<p>1 hasn't been -- hasn't had any type of 2 replenishment, plenishing [sic], I may 3 not be pronouncing it right, but I'm 4 under the impression everyone gets the 5 gist of what I'm saying. 6 Safety, we deal with that every 7 day on these jobsites. It's obvious 8 that we all should be safe driving 9 home from these jobsites we have to be 10 safe on, our families, school buses, 11 tourists. 12 Let's pass this bill, make New 13 York City safe, make some money. 14 Good night. 15 MR. ORTEGA: Good afternoon, 16 everybody. My name is Carlos Ortega. 17 I'm from Laborers' Local 78. 18 I take it everybody knows why 19 I'm going to be here. Not only for 20 the jobs. We can do right thing. 21 So, you know, we have the tunnels, we 22 have the bridge, this is old so we 23 going to do something better not only 24 for us, our children, for or parents. 25 You think every day how many people</p>	<p>1 of New York and New Jersey's proposed 2 toll and fare increase. 3 While we understand that toll 4 increases are never easy to implement, 5 particularly in tough economic times, 6 we desperately need the revenue to 7 protect the structural integrity of 8 our city's infrastructure and rebuild 9 key transportation gateways allowing 10 us to continue our reputation as the 11 best city in the world. 12 The new ten-year 33 billion 13 dollar program will generate 167,000 14 jobs, 9.7 billion in wages, and 42.7 15 billion in sales. If this proposal 16 does not move forward, it will cost 17 the city an immediate 3900 18 construction jobs, 240 critical 19 infrastructure projects, and 438 20 million in investment in 2011 alone. 21 Infrastructure projects 22 contingent on this additional revenue 23 include significant security 24 investments at the region's airports, 25 replacement of all 592 suspender ropes</p>
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<p>1 cross the tunnels, cross the bridge, 2 you know. 3 We -- I think so we can waiting 4 for something wrong to happen for do 5 the right things. So we going to do 6 the right things and we're going to do 7 it right now. 8 Thank you. 9 HEARING OFFICER FRANCOIS: The 10 final two speakers, which I have not 11 mentioned, is Ray Rowdino and Richard 12 Altacho. 13 MR. ROWDINO: Good evening. 14 First and foremost, I'd like to 15 welcome all my brothers and sisters in 16 organized labor. Nice to see 17 everybody here together in support of 18 one issue. 19 I am Ray Rowdino, and I am here 20 today on behalf of Plumbers Local 1 21 representing thousands of highly 22 skilled men and women in the 23 industrial, commercial, and 24 residential sections of construction 25 industry to support the Port Authority</p>	<p>1 at the 80-year-old George Washington 2 Bridge, and a new bus garage connected 3 to the Port Authority Bus Terminal, 4 raising of the Bayonne Bridge, and a 5 replacement of the Lincoln Tunnel 6 Helix. 7 Since 2008, New York City 8 building trades have lost 9 approximately 20,000 jobs, and we are 10 experiencing our lowest employment 11 rates in thirteen years. The 12 unemployment rate in Plumbers Local 1 13 is currently twenty percent. These 14 critical projects will translate into 15 much needed work for plumbers. 16 To create economic development 17 and to promote growth, you need to 18 invest in infrastructure, and in turn 19 you create great jobs for the middle 20 class. 21 Thank you for your time and 22 consideration. 23 MR. ALTACHO: Hello. My name is 24 Richard Altacho. I'm a proud member 25 of Local 79.</p>

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<p>1 I'm all for this bill 'cause 2 it's going to create more jobs, 3 especially union jobs which we need 4 'cause we got to get back in there 5 'cause we're losing a lot of union 6 jobs, and also it helped me and my 7 family to be safe going across these 8 bridges. 9 Like they say, we got hit with 10 high prices of gas, we got hit with 11 the high taxes, what the hell. Let's 12 get hit with this and let's get this 13 union working and this proposal 14 passed. 15 Thank you. 16 HEARING OFFICER FRANCOIS: Thank you 17 for your comments. 18 Let me again call Ulukbek 19 Ajabbrov? 20 (No response.) 21 HEARING OFFICER FRANCOIS: Kevin 22 Kelly? 23 (No response.) 24 HEARING OFFICER FRANCOIS: Scott 25 Roche?</p>	<p>1 desk, and we will resume at 7:00 to 2 officially close the public hearing if 3 there is no further statements. 4 Thank you. 5 (Recess taken.) 6 7 HEARING OFFICER FRANCOIS: Let 8 me make another announcement. 9 Again, is there anyone else who 10 would like to make a statement 11 regarding the proposed actions? 12 (No response.) 13 HEARING OFFICER FRANCOIS: It's 14 been more than an hour since the 15 hearing commenced. So let the record 16 reflect that no one has answered 17 affirmatively to the question if 18 anybody wants to speak. 19 The time is now 7:02, and 20 tonight's hearing is now adjourned. 21 Thank you, very much, and have a good 22 evening. 23 (Time noted: 7:02 p.m.) 24 25</p>
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<p>1 (No response.) 2 HEARING OFFICER FRANCOIS: 3 Christopher Stadulis? 4 (No response.) 5 HEARING OFFICER FRANCOIS: Is 6 there anyone else present who would 7 like to make a statement regarding the 8 proposed actions? 9 (No response.) 10 HEARING OFFICER FRANCOIS: Again, 11 is there anyone present who would like 12 to make a statement regarding the 13 proposed actions? 14 (No response.) 15 HEARING OFFICER FRANCOIS: Let 16 the record reflect that no one has 17 answered affirmatively to the 18 question. 19 The time is now 6:44. I'm going 20 to call a recess, a brief recess in 21 these proceedings so we can go off 22 record for a few minutes. 23 Again, if anyone would like to 24 make a statement, I would encourage 25 you to register at the registration</p>	<p>1 CERTIFICATION 2 3 4 I, MARIE FOLEY, RMR, CRR, a 5 Notary Public in and for the State of New 6 York, do hereby certify: 7 THAT the foregoing is a true 8 and accurate transcript of my stenographic 9 notes. 10 IN WITNESS WHEREOF, I have 11 hereunto set my hand this 16th of August, 12 2011. 13 14 15 16 17 <u>MARIE FOLEY, RMR, CRR</u> 18 19 20 21 22 23 24 25</p>

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