

FINAL COPY

The Port Authority of New York & New Jersey
Public Hearing – Toll & Fare Proposals
August 16, 2011
Port Authority Bus Terminal – 8:00 a.m.

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

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<p>APPEARANCES</p> <p>CEDRICK FULTON, Hearing Officer, Director of Tunnels, Bridges, and Terminals division of the Port Authority New York & New Jersey</p> <p>SPEAKERS</p> <p>Jeffrey Frediani Chris Columbia John Wund Harley Schnall Ramon Woodcock Yuki Endo Martin Jasper Albert Papp, Jr. Jason Ertel Kendra Adams Michael Halpin Matthew Aracich Ed Scanell Marc Lutece Paul O'Connor</p>	<p>1 * * *</p> <p>2 New York, New York</p> <p>3 8 a.m.</p> <p>4 * * *</p> <p>5</p> <p>6 PROCEEDINGS</p> <p>7 HEARING OFFICER FULTON: Good</p> <p>8 morning. Time is now 8 o'clock. I</p> <p>9 should announce that this is the</p> <p>10 official time keeper over here.</p> <p>11 My name is Cedrick Fulton, and I</p> <p>12 am the director of the Tunnels, Bridges,</p> <p>13 and Terminals Department for the Port</p> <p>14 Authority for New York and New Jersey.</p> <p>15 And I will be the hearing officer at</p> <p>16 today's proceedings.</p> <p>17 Before I go any further, I would</p> <p>18 just like to say that in the unlikely</p> <p>19 event of an emergency, you can see that</p> <p>20 there's exit signs here over the doors</p> <p>21 and right outside the door right here</p> <p>22 there's a stairwell, which will take you</p> <p>23 down and out to 8th Avenue.</p> <p>24 Another piece of business, I have</p> <p>25 an ID that was left up at the desk for</p>
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<p>APPEARANCES (Continued)</p> <p>SPEAKERS</p> <p>Andrew Hollweck Kenneth Moore Barry Berman Tamara Rivera Christine Berthet Brad Payeur Richard Brescher Martin Farrell Joe Cestaro Kevin Valentine Eugene Sporano Robert Kern</p>	<p>1 Mr. Roland Marein.</p> <p>2 MR. ROLAND MAREIN. Yeah, I'm</p> <p>3 here.</p> <p>4 HEARING OFFICER FULTON: Okay.</p> <p>5 Here's your ID. Okay. No problem.</p> <p>6 Okay. To the business at hand.</p> <p>7 The purpose of this hearing is to inform</p> <p>8 the public about the Port Authority's</p> <p>9 proposed toll and fair increase on its</p> <p>10 interstate bridges and tunnels and the</p> <p>11 PATH rail system; and to solicit public</p> <p>12 comments on the proposal.</p> <p>13 To fully solicit comments from</p> <p>14 the public, the Port Authority is</p> <p>15 holding the most number of hearings it</p> <p>16 has ever held for a revenue proposal;</p> <p>17 eight over the course of the day in</p> <p>18 locations throughout New York and New</p> <p>19 Jersey, as well as one additional online</p> <p>20 hearing.</p> <p>21 To provide everyone who wishes to</p> <p>22 speak with an adequate opportunity to be</p> <p>23 heard, anyone who has not yet registered</p> <p>24 and who wants to provide comments at</p> <p>25 this meeting must register at the</p>

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<p>1 registration desk at the entrance to 2 this room by 8:30. So if you want to 3 speak, and you have not registered, you 4 can go register now. You must do so by 5 8:30. 6 Spanish translators are available 7 for speakers who wish to deliver their 8 comments in Spanish. ASL interpretation 9 is also available. 10 General information and copies of 11 the notice of today's hearings are 12 available at the registration table. 13 All comments presented at this hearing 14 and those submitted and received by 7 15 p.m. on August 16, 2011, will be 16 accepted by the Port Authority in its 17 consideration of actions that are 18 subject of this hearing. Written 19 statements should be sent to Public 20 Hearing Comments, 225 Park Avenue South, 21 18th Floor, New York New York 10003 or 22 submitted online at www.panynj.info. 23 The Port Authority's Board of 24 Commissioners will receive a copy of 25 today's transcripts and any written</p>	<p>1 with an additional \$2-per-axle increase 2 in 2014 for both off-peak and peak 3 hours. A similar cash surcharge of \$3 4 per axle will be applied to trucks in 5 2011 that continue to use the optional 6 cash system with an additional \$2 per 7 axle in 2014. 8 There will be no toll increase in 9 2011 on trucks that cross during the 10 overnight discount period and the Port 11 Authority will expand this overnight 12 period an extra two hours each weekday 13 night from 10 p.m. to 6 a.m., previously 14 it was midnight to 6 a.m.; fully 15 preserving the Staten Island Bridge 16 discount plan for E-ZPass users, giving 17 these frequent users a 50 percent toll 18 discount on the peak E-ZPass toll. 19 In addition, qualified 20 energy-efficient vehicles with 21 GreenPasses will see no toll increase 22 during off-peak hours in 2011, and the 23 carpoolers discount rate is preserved in 24 2011 with a 50 percent discount off the 25 E-ZPass peak rate. Both GreenPasses and</p>
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<p>1 comments received prior to the deadline. 2 At this time, I will make a short 3 opening statement explaining the Port 4 Authority's toll and fare proposal and 5 why the Port Authority believes a toll 6 and fare proposal is necessary. The 7 toll and fare proposal under 8 consideration is as follows: 9 Tolls for autos using E-ZPass on 10 the Port Authority's crossings to 11 increase from \$6 to \$10 roundtrip for 12 off-peak travel and from \$8 to \$12 in 13 peak hours. An additional \$2 increase 14 during peak and off-peak hours will be 15 implemented in 2014. 16 A cash toll surcharge of \$3 to 17 increase the cash rate from \$8 to \$15 18 during the peak period in 2011 for the 19 25 percent of toll-payers who still use 20 the optional cash system, similar to the 21 MTA. The surcharge will increase by an 22 additional \$2 in 2014. 23 Truck tolls per axle using 24 E-ZPass off-peak to increase from \$7 to 25 \$13 roundtrip and peak from \$8 to \$14</p>	<p>1 carpoolers would see a \$2 increase in 2 2014. 3 The base PATH fare would increase 4 from \$1.75 to \$2.75 in 2011, with the 5 average fare increasing to \$2.10 from 6 \$1.30 given the steep 25 percent 7 discount, which will be preserved. The 8 30-day unlimited pass will increase to 9 \$89 from \$54. 10 The proposed toll and fare 11 increase will fully fund a new \$33 12 billion ten-year plan, which will 13 generate over 167,000 jobs. This toll 14 and fare proposal is necessary because 15 the Port Authority is facing three 16 unprecedented challenges at once: An 17 historic economic recession that has 18 sharply decreased revenue below 19 projections; more than \$6 billion in 20 security costs since 9/11, which have 21 more than tripled from pre-9/11 security 22 costs; and finally the cost of the 23 rebuilding of the World Trade Center 24 which is now estimated at \$11 billion. 25 The proposal comes only after the</p>

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<p>1 Port Authority initiated an aggressive 2 cost-cutting plan started in 2008 to 3 manage its resources as the impact of 4 the economic recession became clear; 5 cutting \$5 billion in capital projects 6 and deferring billions more; holding 7 operating expenses at zero growth for 8 three consecutive years; and cutting 9 agency head count to the lowest levels 10 in 40 years, an 11 percent reduction of 11 non-police staff in the last five years. 12 The Port Authority does not 13 receive tax revenue, making its tolls 14 and fare structure the primary way to 15 fund the region's critical interstate 16 transportation network. At this point 17 after a multiyear effort to control 18 spending in recognition of declining 19 capital capacity, failure to act risks 20 240 critical infrastructure projects and 21 thousands of jobs and will prevent a 22 largest overhaul of the agency's aging 23 facilities in its 90-year history. 24 Projects contingent on the 25 proposed toll/fare plan include: The</p>	<p>1 speak, we require that speakers keep 2 their oral presentations to no more than 3 3 minutes. Please note that a timer is 4 placed on a table in the front of the 5 room and will count down three minutes. 6 We remind you to be considerate of other 7 speakers and conclude in a timely 8 fashion. 9 I will call the names of those 10 who have pre-registered and are here to 11 speak. I will also read the name of the 12 person who is first and two names on the 13 list that follow so that everyone will 14 be aware of the order in which they will 15 be speaking. When it is a person's turn 16 to speak that person should use the 17 microphone available. When you come 18 forward to offer comments, I will ask 19 you to identify yourself, to give your 20 name and your organizational 21 affiliation, if appropriate, for the 22 record. 23 If you have a written version of 24 your comments, please provide them to 25 the staff at the registration table at</p>
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<p>1 first replacement of all 592 suspender 2 ropes at the 80-year old George 3 Washington Bridge, the world's busiest 4 crossing, joining other suspension 5 bridges like the Golden Gate and RFK, 6 which have already replaced theirs; the 7 replacement of the Lincoln Tunnel Helix. 8 It will require major lane closures and 9 load restrictions if not replaced; the 10 raising of the Bayonne Bridge, which 11 will solve the current clearance 12 problem, preventing the post-PANAMAX 13 ships from accessing key ports; 14 significant security investments at the 15 region's airports, including the 16 installation of security barriers; 17 complete replacement of 340 PATH cars, 18 replace the 100-year-old signal system 19 and duct bank network, upgrade PATH 20 security with tunnel hardening and flood 21 mitigation measures and rehabilitate the 22 system's aging stations. 23 Now we will begin the public 24 comment portion of this hearing. In 25 order to give everyone an opportunity to</p>	<p>1 the entrance of the room to that the 2 comments can be included in the final 3 transcript of the proceeding. 4 Finally, we remind you that the 5 purpose of this hearing is to afford you 6 an opportunity to make statements and 7 comments about the proposed toll and 8 fare increase. This is not a 9 question-and-answer session. It is an 10 opportunity for you to present your 11 views so that the Port Authority can 12 consider them in making any final 13 determination. 14 Okay. Now I will call the first 15 name. 16 Leonard Daniels, Jeffrey 17 Frediani, and Chris Columbia. 18 Mr. Daniels? 19 Jeffrey Frediani? 20 Chris Columbia will be next, then 21 following Chris will be John Wund. 22 MR. JEFFREY FREDIANI: Good 23 morning. My name is Jeffrey Frediani. 24 I'm a legislative analyst with AAA New 25 York, which serves a membership of</p>

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1	nearly 1.6 million members. And AAA New	1	While most motorists accept some
2	York strongly opposes the Port	2	degree of transit subsidization and
3	Authority's unprecedented proposed toll	3	appreciate the need for enhanced
4	increases. Under the Port Authority's	4	security, they should not be asked to
5	capital investment program, most of the	5	bear the burden of paying for the
6	\$33 billion would finance construction	6	Authority's ambiguous capital plans.
7	products and help rebuild the World	7	Should the Authority proceed with this
8	Trade Center. Only 3.5 billion of this	8	unfair and punitive toll rate proposal,
9	amount would be used for rehabilitation	9	we will urge the governors of New York
10	on Port Authority bridges and tunnels	10	and New Jersey to veto it.
11	with that money going towards the George	11	In conclusion, in a separate but
12	Washington Bridge, Lincoln Tunnel, and	12	related issue, we are glad to hear that
13	the Bayonne Bridge. However, bridge and	13	the Authority is not engaging in a
14	tunnel users would be use paying the	14	rebuff of E-ZPass customers by charging
15	lion's share of the largest capital	15	higher cash rates at its crossings to
16	program in the Authority's history. In	16	drivers with non-Port Authority tags.
17	our opinion, it is neither just nor	17	We would like to take this
18	reasonable to ask drivers to shoulder	18	opportunity to highlight the need for
19	this burden.	19	the Port Authority's management to push
20	Indeed cash customers would see	20	for reciprocal agreements so that
21	their tolls increase by an astounding 85	21	consumers with Port Authority tags will
22	percent, and rush hour commuters with an	22	not pay additional higher tolls at MTA
23	E-ZPass would see a 50 percent increase.	23	crossings. Thank you.
24	Thus, for individuals who must use Port	24	HEARING OFFICER FULTON: Thank
25	Authority facilities to get to work, the	25	you for your comment.
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1	proposed toll hike would add an	1	Next speaker Chris Columbia. And
2	additional \$1,000 annually.	2	following Mr. Columbia, John Wund, and
3	In the metropolitan area, the	3	Harley Schnall will be after. And then
4	Port Authority's proposal could also	4	Ramon Woodcock.
5	have the unintended effect of diverting	5	MR. CHRIS COLUMBIA: Good
6	thousands of commuters to other routes.	6	morning. My name is Chris Columbia.
7	For instance, commuters may choose to	7	I'm the director of the Laborers
8	divert from the George Washington Bridge	8	Employees Cooperation and Education
9	to the already overburdened Tappan Zee	9	Trust. The laborers' labor management
10	Bridge, which is carrying far more	10	fund is a managed fund of the Mason
11	traffic than it was designed to.	11	Tenders District Council and our 1,500
12	New York area drivers already see	12	signatory contractors. Our mission is
13	an enormous amount of their money	13	to generate business opportunities for
14	diverted to the general budget or mass	14	our union contractors and jobs for LIUNA
15	transit-related projects. Surcharges on	15	members throughout the region.
16	tickets, licenses, and vehicle	16	Since the attacks of September
17	registrations, taxes on gasoline and	17	11, 2001, we've said over and over again
18	major percentages of intra-city bridge	18	that the word has changed and nothing
19	and tunnel toll revenues are used to	19	will ever be the same. Nowhere is this
20	fund the MTA. The state dedicated	20	truer than in the Port Authority of New
21	highway bridge and trust fund have seen	21	York and New Jersey. For in addition to
22	only 1/3 of its \$33 billion spent on	22	the horrific loss of life, no
23	road-related projects; all this while	23	organization has experienced a greater
24	majority of roads and bridges in our	24	financial burden as a result of the
25	region are rated fair or poor.	25	attacks than the Port. Increased

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<p>1 security for all of its sites has cost 2 over \$6 billion. Over \$12 billion have 3 been spent on rebuilding the World Trade 4 Center site alone. And on top of that, 5 the 2008 economic recession cost the 6 Port Authority nearly \$2.6 billion in 7 losses due to decreased use of its 8 facilities. 9 Now the Port Authority has 10 unveiled a very ambiguous 10-year, \$33 11 billion capital plan which seeks to fund 12 to increase tolls and fares, which is 13 their only revenue source as articulated 14 earlier. Our support for this toll and 15 fare increase can be summed up in one 16 word, jobs. 17 Since the economic crisis of 2008 18 our members have suffered and 19 experienced high levels of unemployment, 20 a virtual collapse in private-sector 21 construction activity and anemic 22 response from all levels of government. 23 The proposed capital plan of the 24 Port Authority offers one of the few 25 firm opportunities for good jobs in the</p>	<p>1 of rebuilding, restoring, and 2 revitalizing New York. We've seen a 3 failure and a paralysis at all levels of 4 government. Take the actions necessary 5 and create jobs. Jobs for members, 6 quality jobs to feed their families. 7 Thank you. 8 (Applause.) 9 HEARING OFFICER FULTON: Thank 10 you for your comments. 11 Mr. John Wund will be the next 12 speaker followed by Harley Schnall. 13 MR. JOHN WUND: Good morning. My 14 name is John Wund. I am an organizer 15 for the Laborers Local 79 and a proud 16 laborer. 17 Like most people who live and 18 work in the City, I get up every morning 19 and go to work with the hope of earning 20 a fair day's pay for a fair day's work. 21 And while I would never say that I enjoy 22 paying taxes or higher tolls or 23 increased transit fares, I pay my share 24 and play by the rules. 25 My industry, the construction</p>
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<p>1 coming years for our industry. It will 2 generate other 185,000 jobs, which is 3 unprecedented, throughout the greater 4 metropolitan New York area. These are 5 good paying, quality jobs that our 6 members can feed their families on. 7 Throughout history during times 8 of economic recession and downturn, it 9 has always been the construction 10 industry that has primed the pump in 11 getting the economic engine moving. 12 We will never return to a robust 13 economy, possibly, but with full 14 employment until the construction 15 industry is restored to its full 16 prosperity. While no one likes to see 17 tolls and fares increased, this action 18 is desperately needed to ensure that New 19 York remains the business and economic 20 center of the world. 21 From the new World Trade Center 22 that is rising in lower Manhattan to 23 rebuilt Kennedy Airport, to the 24 maintenances of our bridges and tunnels, 25 the Port Authority is at the forefront</p>	<p>1 industry, has been hit hard by the 2 recent economic recession. The 3 unemployment rate in my local has been 4 as high as 20 percent. It is not as bad 5 as in other parts of the country, but if 6 you one of those 20 percent unemployed, 7 it is devastating. And while we are 8 seeing signs that the worst might be 9 behind us, the truth of the matter is 10 that there are very few big long-term 11 projects in the works. We built at the 12 new stadium, but many of the new office 13 towers in Manhattan are sitting vacant. 14 The housing market is still in terrible 15 shape. So where are the new jobs going 16 to come from? 17 The Port Authority of New York 18 and New Jersey has put forth an 19 ambitious 10-year, \$33 billion capital 20 plan that will mean one thing to me and 21 my brothers and sisters in my union, 22 jobs. We want to work. When we work, 23 we spend our money in our communities. 24 That helps create more jobs in the 25 stores, the malls, the restaurants, and</p>

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<p>1 other services where we live and shop. 2 I know it is easy to say no to 3 paying more tolls and transit fares, but 4 the fact of the matter is, if those 5 increased fares are used to implement 6 the capital plan, then it will be money 7 well spent. Priming the construction 8 industry pump is the only way to get our 9 economy growing again. 10 Lots of people here today have 11 talked about huge amounts of money, 12 billions of dollars for security, tens 13 of billions for rebuilding the World 14 Trade Center, billions more for the 15 bridges and tunnels. Those numbers can 16 be numbing to the brain. But those 17 numbers translate into thousands of 18 middle-class jobs; not jobs for the 19 rich -- where millions and billions are 20 common -- jobs for people that earn 21 50,000, or if they have a good year of 22 65,000. Those are the types of jobs the 23 Port Authority capital plan will create. 24 And those are the jobs we need. 25 So as hard as it may be for me to</p>	<p>1 billion dollars of raising a bridge that 2 took in \$28 million last year, which is 3 about, which is less than 3 percent of 4 what the Tunnels, Bridges, and Terminal 5 division took in, a billion dollars. 6 That seems a boondoggle to me. 7 There's also the calling for the 8 replacement of the Lincoln Tunnel Helix, 9 \$1 and a half billion; an astounding 10 amount of money. I understand that in 11 the past there's been some maintenance 12 work on the Helix, and I don't 13 understand why that can't continue. \$1 14 and a half billion seems like an 15 extraordinary amount of money to pay to 16 replace that Helix. And if necessary, 17 it would seem to me a more logical 18 solution would be to increase the tolls 19 on trucks so they pay more their fair 20 share or to ban trucks from using the 21 Helix all together. 22 And finally, there's a discussion 23 of a bus garage, an \$800 million bus 24 garage adjacent to the Port Authority 25 Bus Terminal. To me that also seems</p>
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<p>1 pay increased tolls, I support the Port 2 Authority's plan, and urge you to do so 3 as well. Thank you. 4 HEARING OFFICER FULTON: Ready. 5 MR. HARLEY SCHNALL: Hi, my name 6 is Harley Schnall. I'm an attorney in 7 private practice. I don't have any 8 prepared remarks today, but I wanted to 9 come here to comment today because I was 10 looking at some of the projects that are 11 on the Port Authority's ambitious 12 capital plan, and I have to question why 13 motorists should be bearing the brunt of 14 the cost of some of these projects. 15 I want to echo some of the 16 comments that the gentleman from AAA 17 made. But I wanted to single out in 18 particular a couple of projects. 19 A billion dollars for the raising 20 of the Bayonne Bridge, which will solve 21 a clearance problem for post-PANAMAX 22 ships. I don't know what post-PANAMAX 23 ships are, I imagine they're very large 24 ships, but I don't understand why 25 motorists should bear the cost of a</p>	<p>1 like an astounding amount of money. 2 Now, I understand there are a lot 3 of people out of work, and we need to 4 get our guys working again. But I would 5 like to see them working on projects 6 that make economic sense for, for 7 everybody in the region and not on 8 astoundingly expensive projects like the 9 ones I mentioned. Thank you. 10 HEARING OFFICER FULTON: Thank 11 you for your comment. Next speaker, 12 Ramon Woodcock followed by Yuki Endo. 13 MR. RAMON WOODCOCK: Good 14 morning, ladies and gentlemen, and 15 especially good morning to my brothers 16 and sisters of the labor workforce. My 17 name is Ramon Woodcock, and I'm an 18 organizer with Laborers Local 78. 19 On September 11, 2001, the United 20 States was victimized by a cowardly act 21 of war causing the greatest loss of life 22 by any act of aggression on US soil. 23 These attacks also had a vast fiscal 24 impact on individuals, companies, and 25 governmental entities.</p>

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1	Of the governmental entities,	1	crumbling as we speak. The re-building
2	perhaps the hardest hit was the Port	2	of the World Trade Center is currently a
3	Authority of New York and New Jersey.	3	priority and must remain so. It is a
4	The rebuilding of the World Trade Center	4	matter of American pride. If we do not
5	site will cost \$12 billion. Increased	5	rebuild bigger and better, the
6	security since 9/11 has cost \$6 billion.	6	terrorists have won. Along with the
7	That's an 18 billion fiscal impact on	7	enormous cost of rebuilding comes
8	the agency that is vital to the health	8	enormous cost of security. Remember the
9	of the New York metropolitan area.	9	World Trade Center was the target of not
10	Is this a good time for a toll	10	one but two terrorists attacks. And
11	increase? No, it's not. But the Port	11	those who hate America will undoubtedly
12	Authority operates, among other things,	12	consider it a desirable target.
13	JFK, La Guardia, Newark, Stewart, and	13	Replacement of the Lincoln Tunnel
14	Teterboro Airports; the Bayonne,	14	Helix is another absolutely necessary
15	Goethals, George Washington, and	15	maintenance project to keep the traffic
16	Outerbridge Crossing Bridges; the	16	flowing and goods and people moving in a
17	Holland Tunnel and the Lincoln Tunnel;	17	fast and efficient matter; so will the
18	42nd Street and the 181st Street bus	18	raising of the Bayonne Bridge; a new bus
19	terminals; the entire PATH train	19	garage connected to the Port Authority
20	systems; oversees six ferry services;	20	Bus Terminal, major security upgrades
21	runs four marine terminals, runs the	21	throughout the PATH tunnel system,
22	Port Newark Container Terminal; and	22	replacement of PATH's 100-year old duct
23	controls large real estate holdings	23	bank network, and the significant
24	including the Bathgate Industrial Park,	24	security investments at the region's
25	the Industrial Park at Elizabeth, the	25	airports; including the installation of
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1	Queens West Waterfront Development, and	1	security bollards at all
2	the World Trade Center.	2	tenant-controlled areas to protect
3	I think it's fair to say that	3	terminal frontages as well as additional
4	without a well-funded and	4	cameras.
5	well-functioning Port Authority, the	5	The new capital program will
6	movement of both people and goods in the	6	generate 185,633 jobs, a 10.8 billion in
7	New York City area would grind to a	7	wages and 42.7 in sales within the New
8	halt.	8	York/New Jersey Port district. Look at
9	In light of this fiscal impact,	9	the Dow Jones, look at the NASDAQ, look
10	the Port Authority has taken great pains	10	at the S&P. This country is in bad
11	to be financially prudent cutting costs	11	shape. We need to pull all of us out of
12	wherever practical. They cut 5 billion	12	this downturn in jobs.
13	in spending, did not increase operating	13	HEARING OFFICER FULTON: Excuse
14	for three years. Name another	14	me, sir, you've had three minutes.
15	governmental agency that did that and	15	MR. RAMON WOODCOCK: Thank you
16	reduced the workforce by 200 people.	16	for listening.
17	However painful cutting costs	17	HEARING OFFICER FULTON: Our next
18	were practical may be, cutting some	18	speaker, Yuki Endo. And following Yuki
19	other cost is just not impractical, it	19	Endo, Martin Jasper. And following
20	is unsafe and penny wise and pound	20	Martin Jasper, Albert Papp.
21	foolish.	21	MR. YUKI ENDO: My name is Yuki
22	The cables on the George	22	Endo from Jackson Heights, Queens. I am
23	Washington Bridge have never been	23	representing both side of the Hudson
24	replaced, although they are 80 years	24	River, New York. I am frustrated with
25	old. The Helix at the Lincoln Tunnel is	25	PA of New York and New Jersey proposed

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<p>1 toll hike and bus train fare hike during 2 economic crisis for Hudson River 3 crossing. It should not be increased by 4 cash payers cough up about \$20 to cross 5 Hudson River crossing to enter New York. 6 For PATH train it's the only 7 cheap option between Midtown World Trade 8 Center Manhattan and Jersey City/Newark. 9 Increasing single ride from \$1.75 to 10 \$2.75 is way outrageous. We are tired 11 of it. We're already frustrated with 12 MTA's toll increase and fare 13 hike/service cut. 14 And back to toll. Staten 15 Islanders are paying more for MTA's 16 bridge, and now they have paid more to 17 enter Staten Island from New Jersey, 18 which is outrageous. It will make 19 people coming less to New York and New 20 Jersey. We urge PA of New York and New 21 Jersey not to increase of PATH one way 22 to 2.75. Thank you. 23 HEARING OFFICER FULTON: Martin 24 Jasper, then Albert Papp, and then Jason 25 Ertel.</p>	<p>1 insured -- which brings us into the 2 whole area of derivatives and CMOs and 3 all those other three-letter bastard 4 stocks. 5 So I think we really seriously 6 need to look into the kind of financing. 7 And we need to see if it's really 8 true -- as I've heard -- that the Port 9 Authority financial people have been 10 threatened by a lowering of their credit 11 rating to take certain stocks from 12 agencies like Moody's. 13 This has been done throughout the 14 US. And a lot of cities and towns have 15 gone broke because of this, because 16 they've been forced to take credit via 17 these illegitimate stocks -- which is by 18 the way, what the whole story of 2008 19 crash was about. And it's why we'll all 20 stuck today. We're not stuck because 21 you guys are getting paid too much. 22 We're not stuck because teachers are 23 getting paid too much. We're stuck 24 because the banks who issued these 25 bastard stocks -- they're not even</p>
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<p>1 MR. MARTIN JASPER: My name is 2 Martin Jasper. And I'm here to comment 3 on an area that hasn't been touched on 4 and usually isn't touched on in these 5 meetings; and that's the funding and the 6 financing of this project. 7 It doesn't go from the money you 8 pay for your tickets on the PATH or on 9 the bus or what have you, right to your 10 paycheck. The funding is, according to 11 my information, coming from private 12 lenders, people; that is private 13 lenders, banks, certain banks and so 14 forth. 15 So now we get into ratings. And 16 you've all heard recently about ratings 17 when we talked about the situation of 18 the US. Private rating agencies in 19 London, which the US has no ability for 20 oversight -- from my information -- has 21 told the Port Authority that they must 22 raise the fares -- as we've heard 23 today -- or they will reduce their 24 rating. And in that case they will be 25 forced to take bonds -- which are</p>	<p>1 stocks. I hate to call them that. 2 These bastard certificates collapsed 3 when things started to go bad and the 4 government was forced to bail out these 5 banks, called investment banks, to the 6 tune of \$2.1 trillion. 7 Now, I wonder how much the 8 financing is costing the Port Authority. 9 And that may be part of the real, the 10 cost of financing and the fact that Port 11 Authority has been speaking with Moody's 12 associates in secret, privately, since 13 January. What was that agreement? If 14 it's like the agreements they've made 15 with other cities and towns across the 16 US, it means that the cost of financing 17 is going to be quite a bit higher. And 18 that's where your money is going. Thank 19 you. 20 (Applause.) 21 HEARING OFFICER FULTON: Thank 22 you for your comment. 23 Mr. Albert Papp. Following 24 Mr. Papp, Jason Ertel. Following Jason 25 Ertel, Kendra Adams.</p>

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<p>1 MR. ALBERT PAPP: Good morning to 2 you all. My name is Albert L. Papp, 3 Junior, and I am president of New Jersey 4 Association of Railroad Passengers. We 5 are the largest rail advocacy in the 6 state of New Jersey. We were 7 established in 1980. We have members in 8 all 21 counties. 9 NJR takes strong exception to the 10 proposed 57 percent fare increase 11 proposed by the Port for the PATH 12 interstate rail system. Make no mistake 13 about it, a fare increase is a tax 14 increase. And since New Jersey Governor 15 Christie has pledged not to raise our 16 residents' taxes, our organization calls 17 on both the governor and the Port 18 Authority commissioners to eliminate 19 consideration of and rescind 20 respectively any planned PATH hikes in 21 this time of severe national economic 22 stress. It is unnecessary, unwarranted, 23 and uncalled for. 24 An examination of the planned 25 capital expenditures of the Port reveals</p>	<p>1 degradation all issues of national 2 concern, we question the logic behind 3 favoring the motorist over the transit 4 rider. 5 We would suggest that any future 6 revenue needs by the agency be generated 7 in a more equitable fashion balancing 8 the burden of the users of each mode and 9 that past imbalances in favor of the 10 audibles be mitigated by suitable 11 adjustments. 12 Finally, NJR would bring to your 13 attention the rapidity with which these 14 fare and toll hearings were called for. 15 It's been less than a week since the 16 public was informed as to the date, 17 time, and location for these meetings. 18 While many PATH patrons are using 19 transit at 8 a.m. in the morning are 20 riding via system, the ability of 21 generous public input has been 22 significantly reduced and will not be 23 reflective of their comments. At least 24 one hearing location should have been 25 accessible by PATH rail trains. This</p>
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<p>1 that very little of those monies will 2 accrue to the benefit of the 3 trans-Hudson PATH rail rider. More 4 importantly, since New Jersey residents 5 provide 80 percent of the PATH system 6 revenue, the impact of any fare increase 7 falls disproportionately on our state's 8 residents. 9 The bi-state agency must be 10 accountable to New Jersey riders too. 11 These riders cannot -- and should not -- 12 cross-subsidize considerable cost 13 overruns at Ground Zero for this and the 14 agency's other real estate investments. 15 That being said, we would remiss not to 16 recognize and appreciate the acquisition 17 of new PATH rail cars and the ongoing 18 construction of the new World Trade 19 Center PATH terminal. 20 Social equity also brings into 21 question why the PATH rider is being 22 singled out for a 57 percent fare 23 increase and the auto user only a 50 24 percent one. With congestion, rising 25 energy costs and environmental</p>	<p>1 has not been provided according to your 2 schedule. We suggest that you extend 3 the time period for customer input for 4 at least another two weeks. Thank you. 5 (Applause.) 6 HEARING OFFICER FULTON: Thank 7 you for your comment. 8 Jason Ertel, Kendra Adams, Patty 9 Daly. 10 MR. JASON ERTEL: Hi, thank you 11 for the opportunity to speak this 12 morning. My name is Jason Ertel. I'm a 13 private practice attorney. And on one 14 hand, I don't represent anybody but 15 myself this morning. On the other hand, 16 I'd like to think I represent everyone 17 who drives through the tunnels and over 18 the bridges every day, which is, you 19 know, over the course of a year, 20 millions of people. Just because I'm in 21 a suit, doesn't mean I'm not on 22 everybody's side. I come from a union 23 family. My father was an auto worker up 24 in Buffalo, New York. In fact, as an 25 attorney, I represent union pension</p>

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1	plans to protect the assets of your	1	river between these two states.
2	retirement.	2	Millions, billions, trillions of dollars
3	But the reason I'm here to oppose	3	of revenue cross that river every day
4	the toll increase. I'm a New Jersey	4	and create jobs for every sort of
5	resident. I drive every day in the	5	business in every sector that you can
6	City. Sometimes I take the bus. It's	6	imagine in this economy.
7	already one of the most expensive tolls	7	So in closing, I urge you not to
8	in the country. And what I don't	8	increase the tolls. I'm a strong guy.
9	understand is how every morning when I	9	I can dead lift 300 pounds. I can only
10	drive down to pay \$8 my, my fillings are	10	shoulder so much, though. And my wallet
11	getting rattled out and the shocks in my	11	only has so much in it. So thank you.
12	car are getting beat to heck -- excuse	12	(Applause.)
13	me -- because of, frankly, it's not a	13	HEARING OFFICER FULTON: Thank
14	lack of revenue, it's mismanagement of	14	you for your comment.
15	money.	15	Kendra Adams, Patty Daly, and
16	This Port Authority does not	16	then Gary Riefenhawser.
17	manage its money. Take a quick look at	17	MS. KENDRA ADAMS: Good morning.
18	the financials. I don't have all the	18	Thank you for the opportunity to be
19	statistics, and I appreciate those who	19	here. My name is Kendra Adams. I'm the
20	brought them this morning, but if you	20	president of the New York State Motor
21	look at financials, the bridges and	21	Truck Association. We represent nearly
22	tunnels are wildly profitable, wildly,	22	40,000 trucking companies across the
23	every year hundreds of millions of	23	state of New York. Trucking is the
24	dollars profit -- not revenue -- profit.	24	economic backbone of the New York City
25	There are -- and then you look at the	25	region. Eighty-one percent of all
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1	PATH, the PATH hundreds of millions of	1	freight coming into New York City is
2	dollars of loss.	2	hailed by truck.
3	I understand that in certain	3	New York's trucking companies are
4	circumstances some people need to	4	generally small trucking companies -- 10
5	subsidize others. And that makes sense.	5	or less vehicles; and they only see --
6	I don't have a problem paying a toll.	6	if they're lucky -- a 1 to 2 percent
7	But I have a problem trying to figure	7	profit margin. Record number of
8	out as just an average Joe -- because	8	trucking companies have gone out of
9	that's what I am; I'm an average worker;	9	business since 2008, and those that
10	and the only reason I'm here today is	10	remain are struggling. A toll hike in
11	because I haven't won the lottery yet	11	this economic environment doesn't just
12	frankly -- why the roads that are	12	hurt our trucking companies, it hurts
13	managed and maintained on these tolls	13	their employees, their customers, their
14	are falling apart; and in a situation	14	families, and the New York consumer.
15	where the Port Authority is making gobs	15	While we appreciate that the
16	of money in that particular sector, the	16	truck tolls for overnight hours will not
17	tolls and bridges.	17	be increased in 2011, increasing tolls
18	I think we need to figure out how	18	in other hours from anywhere from 75
19	to make the other parts of the Port	19	percent to 113 percent does not
20	Authority more profitable or more	20	incentivize trucks to go overnight. The
21	efficient. I understand the need for	21	decision of when to enter New York City
22	jobs. But let me tell you something,	22	is rarely at the discretion of the
23	it's not just black and white money	23	driver. Until shippers and receivers
24	jobs, money projects. The Port	24	allow truck deliveries during the
25	Authority facilities commerce across the	25	overnight hours, trucks must travel

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<p>1 during high congestion times. It is not 2 their choice. 3 It also unfortunate that in 4 addition to these exorbitant toll 5 increases, the Authority has also felt 6 the need to extend the hours during 7 which peak toll prices will be 8 collected. 9 This is not a responsible use of 10 toll revenue. Drivers should not be 11 asked to cover the cost of other 12 facilities. Toll dollars should be used 13 solely for costs pertaining to bridge 14 and tunnel maintenance. If a new bus 15 garage is needed, consider raising bus 16 fares. If investments are needed in the 17 region's airports, increase parking fees 18 at the airports to cover these costs. 19 Bridge and tunnel users should not be 20 required to bear the costs of these 21 projects. Why should the trucking 22 industry pay for the raising of the 23 Bayonne Bridge when it is being done 24 solely to benefit large ships? Why not 25 charge a container fee?</p>	<p>1 a cash cow. The industry has been hit 2 hard; first by record high fuel prices 3 and then by an historic recession. But 4 yet every day the industry is there, 5 providing the lifeblood of our economy. 6 We deliver, clothing, food, medical 7 supplies, construction materials, and 8 nearly everything that you come in 9 contact over the course of day came by 10 truck. 11 During these economic times 12 carriers cannot afford to absorb this 13 type of toll increase, and the end 14 result will likely be higher freight 15 rates on items being delivered into New 16 York City. Thank you. 17 HEARING OFFICER FULTON: Thank 18 you for your comment. 19 Patty Daly. Gary Riefenhawser 20 and then Fred McCourt. 21 Patty Daly? Okay. Gary 22 Riefenhawser. And then Fred McCourt. 23 MR. MICHAEL HALPIN: Good 24 morning. Gary Riefenhawser could not 25 make it this morning as his son is</p>
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<p>1 While we understand the desire to 2 rebuild the World Trade Center site and 3 the need to have it done by the ten-year 4 anniversary, the rebuilding of the site 5 should have never used toll-payer 6 dollars. Published reports and official 7 documents show that it was known three 8 years ago that the Port Authority was 9 over budget on the World Trade Center 10 cost by over \$2 billion. And 11 additionally, the \$6 billion in 12 additional security, it did not happen 13 overnight. 14 Years have been spent ignoring 15 the Authority's mounting expenses. Yet 16 you want to impose a 75 percent toll 17 increase in just a little other two 18 weeks. Asking the trucking industry to 19 absorb a toll increase of this magnitude 20 and not providing time for contracts to 21 be renegotiated is unfair and 22 irresponsible. 23 The Port Authority is not the 24 only one who has been hit hard by the 25 recession. The trucking industry is not</p>	<p>1 having a surgery. My name is Michael 2 Halpin. And he asked me to read his 3 testimony into the record. 4 Is that okay? 5 HEARING OFFICER FULTON: Did you 6 sign in? 7 I did. I will read this as if 8 I'm Gary Riefenhawser, even though I'm 9 not, and I'm grateful for that. 10 (Reading.) "Hello. My name is 11 Gary Riefenhawser. I'm a vice president 12 business agent with the International 13 Union of Elevator Constructors Local 14 Local 1. 15 "Local 1 represents men and women 16 throughout the metropolitan area. Our 17 members construct, modernize, maintain, 18 and repair elevators and escalators. 19 Our members live and work in both New 20 York and New Jersey. And our members 21 commute using the bridges, tunnels, and 22 mass transit. 23 "The Port Authority does not 24 receive tax dollars. Failure to raise 25 revenues would result in a loss of some</p>

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1	3,900 jobs. Our unemployment is at its	1	Authority in order to commute safely to
2	highest rate in years. And we cannot	2	work or school each and every day. I've
3	afford to loss a single job.	3	been asked to address an issue that I'm
4	"The new \$33 billion capital	4	sure is going to be extremely
5	program will generate 9.7 billion in	5	controversial and sensitive to virtually
6	wages. That is what we need to rebuild	6	everyone residing in tri-state
7	our region and restore our economy. We	7	metropolitan area who travels by car or
8	support the proposed toll and fair	8	bus on these roadways.
9	structure."	9	Today the effort to support a
10	HEARING OFFICER FULTON: Thank	10	typical middle-class family has never
11	you.	11	been more difficult. Many of our
12	Fred McCourt then Matty Aracich.	12	tradesmen who commute to New York City
13	MR. FRED MCCOURT: Good morning.	13	realize that we are in the midst of
14	My name is Fred McCourt. And I'm a vice	14	having the lowest employment rates in
15	president business agent of the elevator	15	more than 13 years. And yet we are the
16	constructors. Local 1 represents 2,800	16	very people seeking to endorse the
17	men and women who construct, modernize,	17	proposal made by the Port Authority to
18	maintain, repair elevators and	18	raise the rates for passage on these
19	escalators throughout the metropolitan	19	thoroughfares.
20	area. Our members live and work in both	20	The reasoning behind our strong
21	New York and New Jersey.	21	support is the significant benefit
22	Local 1 realizes that the Port	22	construction adds to strengthen the
23	Authority is faced with an historic	23	foundation of our local economy. You
24	fiscal challenge. React to the	24	see the Port Authority is relying on the
25	challenge, certainly impact the working	25	revenue to those traveling in and out of
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1	families of the region. The IUEC Local	1	New York City on a daily basis.
2	1 supports the proposed toll structure.	2	Unfortunately, due to a fragile
3	We support the generation of 167,000	3	economy and unanticipated loss of \$2.6
4	jobs. And we support the ongoing	4	billion in revenue, has left the Port
5	transportation and infrastructure	5	Authority severely weakened. Since tax
6	projects undertaken by the Port	6	dollars are not used to fund this
7	Authority. We support putting America	7	agency, the failure to raise additional
8	back to work. Thank you. I wish I had	8	revenues would result in the elimination
9	my glasses.	9	of 240 critical transportation and
10	HEARING OFFICER FULTON: Thank	10	infrastructure projects, the immediate
11	you for your comment.	11	loss of nearly 4,000 jobs, and \$438
12	Matty Aracich and then Ed	12	million in lost investment by the end of
13	Scannell and then Manny -- Maggie	13	year of 2011. The loss of these jobs
14	Cheung.	14	will place a greater burden on the
15	MR. MATTHEW ARACICH: Morning	15	states of New York and New Jersey by
16	everyone. My name is Matthew Aracich.	16	extensively lowering the tax base as
17	I'm a financial secretary for the Heat	17	well as augmenting the level of
18	and Frost Insulators and Allied Workers	18	unemployment.
19	trade union that actually works in New	19	The new capital program has the
20	York City. Thank you very much for the	20	potential to offset this problem by
21	opportunity to address you here today.	21	creating 167,000 jobs, nearly \$9.7
22	I come before you representing	22	billion in wages, and \$42.7 billion in
23	thousands of members and their families	23	sales within the 17 county New York/New
24	who utilize the roads, bridges,	24	Jersey Port district, but only has the
25	terminals, tunnels entrusted to the Port	25	cost of \$33 billion.

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<p>1 This would benefit a great deal 2 of our members who would gladly return 3 to work. Some of them have been 4 unemployed for more than 18 months while 5 some of them have also lost their health 6 care and on the brink of losing their 7 homes. 8 We can all agree that additional 9 maintenance costs, such as replacing the 10 suspender ropes on the George Washington 11 Bridge will be costly. By since the 12 Golden Gate, Triborough, and Ben 13 Franklin Bridges already replaced their 14 suspender ropes, this arguments won't be 15 of significance when those are honestly 16 qualified chose to debate this issue. 17 Now consider the fact that the 18 Port Authority has already cut \$5 19 billion in spending, reigned in 20 ballooning operating costs without any 21 escalation for three years, and has 22 reduced the agency's workforce by 200, 23 bringing this number down to the lowest 24 number in 44 years. 25 They're doing their part to</p>	<p>1 for the Port Authority but to create 2 more jobs for hard-working men and 3 women. 4 These increased revenues 5 translate into more jobs for my union as 6 well as others throughout the City. The 7 Port Authority has many locations 8 throughout the City and surrounding 9 areas, which will receive much-needed 10 updates. The suspender ropes on 80-year 11 old George Washington Bridge haven't 12 been done in 80 years. 13 While the toll increases won't be 14 very popular, we need to look at the 15 bigger picture. The building trades 16 have lost 20 percent in 13 years. We 17 need to raise the tolls -- and I suck at 18 this -- to alleviate the burdens that 19 have been thrust upon hard-working men 20 and women. Thank you. 21 (Applause.) 22 HEARING OFFICER FULTON: Maggie 23 Cheung? Maggie Cheung? 24 Joan Griffenkranz? Joan 25 Griffenkranz? Chris Hawley? Chris</p>
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<p>1 lesson the commuter burden by ensuring 2 the PATH fare increases are held to \$1 3 to encourage the use of mass transit. 4 And 100 percent of that revenue will be 5 invested back into the PATH system. 6 Many of the tradesmen travel by 7 express bus to New York Port Authority 8 and inadequate staging capacity and 9 parking spaces force as many as 1,400 10 empty buses to make unnecessary trips. 11 Once again, thank you for the 12 consideration and the opportunity to 13 express my concerns for the members and 14 their families. Thank you. 15 HEARING OFFICER FULTON: Thank 16 you for your comment. 17 (Applause.) 18 HEARING OFFICER FULTON: Ed 19 Scannell. And then Maggie Cheung and 20 then Joan Griffenkranz. 21 MR. ED SCANNELL: Good morning. 22 My name is Ed Scannell. I'm a proud 23 member of Iron Workers Local 40. I 24 understand the need for these toll 25 increases, not only to raise revenues</p>	<p>1 Hawley? Seth Wang? Seth Wang? Scott 2 Wenig? Scott Wenig? Anthony 3 Montefusco? Anthony Montefusco? Marc 4 Lutece? 5 MR. MARC LUTECE: Here. 6 HEARING OFFICER FULTON: And then 7 Andrew Hollweck. 8 MR. MARC LUTECE: Hi, ladies and 9 gentlemen. I think we all know 10 somewhere that this proposed increase is 11 insane. Because if we think about what 12 it means to be an American, we think 13 about the idea of the idea of the 14 federal government that we elect that 15 represents us working for and assisting 16 the people so that people can develop 17 and advance and progress and create 18 better lives for them and for people who 19 come after them. 20 Now, at that time when we are in 21 the worst economic crisis this United 22 States of America has ever been in, to 23 raise these tolls astronomically like 24 this, is only going to put the greatest 25 exacerbated burden on every single</p>

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<p>1 person. People remotely connected to 2 transport and so forth. 3 Now, this issue concerning the 4 Port Authority is not about the Port 5 Authority. Someone mentioned earlier 6 the idea of bond ratings and really what 7 people charge for these things being 8 held hostage to the bond rating 9 organizations. 10 The idea is that, in fact -- and 11 I read this from Automobile Magazine, 12 saw it verified in a couple of other 13 places -- decidedly more than 50 percent 14 of everything every commuter pays goes 15 to not roads, bridges, tunnels, so 16 forth, not to the debt on those, but to 17 pay the interest on the debt. So the 18 idea that these rates are being 19 increased, has to do with the overall 20 financial collapse of the global system. 21 Now, the solution to this problem 22 and all of these problems is 23 Glass-Steagall, that's Glass-Steagall 24 resolution in Congress, House Resolution 25 1489. The AFL/CIO has supported it.</p>	<p>1 federal government for roads, bridges, 2 tunnels, and things that increase the 3 quality of life in America. That's 4 American. This is Roosevelt. This is 5 Kennedy. This is Lincoln. And I think 6 if we're going to preserve the country, 7 these are the things that we need to 8 start thinking about as good Americans. 9 Thank you very much. 10 (Applause.) 11 HEARING OFFICER FULTON: Thank 12 you for your comment. 13 Paul O'Connor? Paul O'Connor? 14 Mr. O'Connor? 15 MR. PAUL O'CONNOR: Yup. 16 MR. PAUL O'CONNOR: Good morning. 17 I'm joined at the microphone by business 18 representative Rich Garner. My name is 19 Paul O'Connor. I'm a business 20 representative of Plumbers Local 1. And 21 I'm here in support of the proposed fare 22 tax and hike. 23 We represent over 6,000 skilled 24 members that are involved and reside in 25 New York City and New Jersey. We're</p>
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<p>1 Major, major unions in New Jersey as 2 well as regional unions all over the 3 United States have supported it. It has 4 approximately 30 sponsors. 5 What this does in terms of 6 Glass-Steagall, it cuts off the bankers 7 from Wall Street, London, so forth, in 8 fact, from being able to just say "give 9 us more money." We've given them about 10 \$30 trillion in terms of the bail outs, 11 quantitative easing -- whatever you want 12 to call it -- over the last four years. 13 That's why people are going without 14 health care. That's why people are 15 going without jobs. That's why the 16 quality of life is being taken down. 17 Now, to bring these hard-working 18 Americans here today and basically tell 19 them you have to try to sell people or 20 the people, you know, who are running 21 this have to sell people the idea that 22 these people lose their jobs if we don't 23 pay through the nose, is ridiculous. 24 The idea that we are a credit nation, 25 money should be directed from the</p>	<p>1 involved with the industrial, 2 commercial, and residential sectors of 3 the construction industry to support the 4 Port Authority's of New York and New 5 Jersey toll and fare hike. 6 While we understand that the toll 7 increases are never easy to implement, 8 particularly in tough economic times, we 9 desperately need the revenue to protect 10 the structural integrity of the City's 11 infrastructure and rebuild key 12 transportation gateways allowing us to 13 continue our reputation as the best city 14 in the world and I think we all know 15 that. 16 The new 10-year, \$33 billion 17 capital program will generate over 18 167,000 jobs, \$9.7 billion in wages, 19 42.7 billion in sales. If this proposal 20 does not move forward, it will cost the 21 City an immediate 3,900 construction 22 jobs, 240 critical infrastructure 23 projects, and \$438 million in 24 investments in 2011 alone. 25 Infrastructure projects</p>

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<p>1 contingent on this additional revenue 2 include significant security investments 3 at the regions airports -- and I think 4 we all understand how important that is; 5 replacement of all 592 suspended ropes 6 at the 80-year-old George Washington 7 Bridge; a new bus garage connected to 8 the Port Authority Bus Terminal; raising 9 of the Bayonne Bridge, and replacement 10 of the Lincoln Helix. I think this 11 obviously states how important. 12 Since 2008, the New York City 13 construction trades has lost 14 approximately 20,000 jobs. And we are 15 experiencing our lowest employment rate 16 in 13 years. The unemployment rate in 17 Plumbers Local 1 is currently at about 18 25 percent. These critical projects 19 will translate into much-needed work for 20 plumbers and union construction trades 21 across the City. 22 To create economic development 23 and to promote growth, you need to 24 invest in infrastructure, and in turn, 25 you create middle-class jobs.</p>	<p>1 Port Authority Bus Terminal -- a 2 critical expansion project that will 3 reduce traffic congestion in New Jersey 4 and Manhattan; continuing redevelopment 5 of the World Trade Center -- an effort 6 requiring significant Port Authority 7 resources. 8 The Port Authority is not only 9 shoring up aging infrastructure, but 10 modernizing its facilities to ensure 11 improved movement throughout the region. 12 For example, the Port Authority is 13 proposing to use all new revenue from an 14 increase in the PATH fare for 15 improvements to signals increasing 16 platform lengths on PATH trains. This 17 will help move more commuters at peak 18 hours and permit incremental growth in 19 this service hopefully filling some of 20 the hole left by the cancellation of the 21 ARC tunnel. 22 Moreover, Port Authority fare and 23 toll policies encourage the movement of 24 freight and commuters by incorporating 25 innovative variable pricing on tunnel</p>
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<p>1 Thank you for your time and 2 consideration. 3 (Applause.) 4 HEARING OFFICER FULTON: Thank 5 you for your comment. 6 Andrew Hollweck? Andrew 7 Hollweck? Then Kenneth Moore then Barry 8 Burman. 9 MR. ANDREW HOLLWECK: Good 10 morning. My name a Andrew Hollweck, 11 vice president at the New York Building 12 Congress, speaking on behalf of our 13 president Dick Anderson. 14 The New York Building Congress 15 welcomes this opportunity to endorse the 16 proposed \$33 billion, 10-year capital 17 investment strategy announced by the 18 Port Authority and its proposed fair 19 increases to fund it. Key elements of 20 the program include reconstructing the 21 road system accessing the Lincoln 22 Tunnel; replacing the 80-year-old cable 23 system of the George Washington Bridge, 24 which is nearing the end of its useful 25 life; building a layover garage for the</p>	<p>1 and bridge facilities. 2 This region must continue to 3 ration scarce capacity using mechanisms 4 like variable pricing to spread 5 transportation demand over the entire 6 24-hour day. Given that no new bridges 7 or tunnels to the region have been built 8 in more than half a century, there is 9 little choice. 10 As a coalition of the design, 11 construction, and real estate industry 12 of New York City, the Building Congress 13 applauds the important role of the Port 14 Authority in the region's economic 15 project over the past nine decades. Its 16 current proposals offers a way forward 17 in the face of economic instability by 18 protecting irreplaceable assets and 19 providing opportunity for growth. 20 The Building Congress, therefore, 21 supports the Port's investment in the 22 region's future and the fare and toll 23 structure to support it. We encourage 24 its prompt approval and implementation 25 by the Port Authority. Thank you.</p>

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<p>1 HEARING OFFICER FULTON: Thank 2 you. 3 (Applause.) 4 HEARING OFFICER FULTON: Our next 5 speaker Kenneth Moore. Following 6 Mr. Moore, Barry Burman, and then Mike 7 Halpin. 8 MR. KENNETH MOORE: Hello. My 9 name is Kenneth Moore. I'm a proud 10 member of Metallic Lathers and 11 Reinforcing Iron Workers Local 46, 12 living on Long Island. I understand the 13 need for these toll increases, not only 14 to raise revenue for the Port Authority, 15 but to create more jobs for hard-working 16 men and women like myself. 17 As a specialized iron workers, 18 these increased revenues translate into 19 more jobs for my union as well as others 20 throughout the City in both New York and 21 New Jersey. The Port Authority has 22 cited many locations throughout the City 23 and surrounding areas which will receive 24 much-needed infrastructure updates; for 25 example the first replacement of the 592</p>	<p>1 easier for many workers that must come 2 into the City for work, but will also 3 translate into more work for iron 4 workers. The creation of a new garage 5 requires a great deal of time and work 6 and translates into an \$800-million job 7 for iron workers as well as other 8 specialized and highly skilled union 9 workers. 10 While toll increases and -- it 11 won't be very popular, we have to look 12 at the bigger picture. Since 2008 the 13 New York City building trades has lost 14 approximately 20,000 jobs. We are 15 experiencing our lowest employment rate 16 in 13 years. 17 I see many of my own friends and 18 family members suffering from the lack 19 of jobs and loss of wages. These toll 20 increases will help alleviate the burden 21 that's been thrust upon many families in 22 these tough economic times. Thank you. 23 (Applause.) 24 HEARING OFFICER FULTON: Thank 25 you.</p>
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<p>1 suspender ropes of the 80-year-old 2 George Washington Bridge. 3 The George Washington Bridge is 4 the only suspension bridge in the United 5 States that has not had its suspender 6 ropes replaced in its entire 80-year 7 existence. The Golden Gate, Ben 8 Franklin, and Triborough-RFK Bridges 9 have already replaced their ropes at 10 least once to ensure structural 11 integrity. 12 Needless to say, the job is long 13 overdue and critically important to the 14 structural integrity and safety of the 15 bridge. This work would also translate 16 into \$1 billion worth of much needed 17 work for iron workers. 18 There will also be a new bus 19 garage connecting the Port Authority Bus 20 Terminal which will serve as a traffic 21 reliever to the Lincoln Tunnel and 22 Midtown Manhattan streets saving 2/3 the 23 empty bus trips that must make two extra 24 trips through the tunnel each day. This 25 will not only serve to make the commute</p>	<p>1 Barry Berman. 2 Following Mr. Berman, Mike 3 Halpin, and following will be Tamara 4 Rivera. 5 MR. BARRY BERMAN: Good morning, 6 everyone. I'm Barry Berman. I 7 represent the New York City District 8 Council of Carpenters. The Port 9 Authority has been confronted with a 10 historic financial situation based on a 11 series of external factors; the 2.6 12 billion lost due to the recession, 12 13 billion investment in rebuilding the 14 World Trade Center, and the 6 billion in 15 increased security costs following the 16 September 11 attacks. 17 Faced with this historic fiscal 18 challenge, the Port Authority cut 5 19 billion in spending, held operating 20 costs flat for three years, and cut 21 employee head count by 200 to the lowest 22 level in 40 years. The agency does not 23 receive tax dollars. And failure to 24 raise revenues would result in the 25 closure of 240 critical transportation</p>

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<p>1 and infrastructure projects; the 2 immediate loss of 3,900 jobs, and 438 3 million in lost incentive in 2011 alone. 4 The new 33 billion capital 5 program will generate 167,000 jobs, 9.7 6 billion in wages, and 42.7 billion in 7 sales within the 17-county New York/New 8 Jersey Port district. 9 Critical infrastructure projects 10 contingent on this additional revenue 11 would include the George Washington 12 Bridge suspender ropes have never been 13 in the bridge's 80-year life; the Golden 14 Gate, Triborough/RFK, and Ben Franklin 15 Philadelphia Bridges have already 16 replaced their ropes. 17 Security needs grow each day, 18 spending nearly 6 billion since 2001, a 19 180 percent increase. Security costs 20 are expected to grow by billions over 21 the next ten years to ensure facilities 22 are secure. 23 Replacement of the Lincoln Tunnel 24 Helix is the only option if we want 25 prevent long-term lane closures and</p>	<p>1 While no one wants to see fares go up, 2 it is a necessary thing, and now is the 3 time. Thank you. 4 (Applause.) 5 HEARING OFFICER FULTON: Thank 6 you. 7 Mike Halpin. Mike Halpin? 8 Tamara Rivera? Tamara Rivera? 9 Ms. Rivera? 10 MS. TAMARA RIVERA: Yes. Sorry. 11 Good morning, everyone. I didn't 12 write anything. But I'll be short, and 13 it's from the heart. My name is Tamara 14 Rivera. I represent the New York City 15 District Council of Carpenters. I know 16 in the past two years we've been in a 17 recession and a depression for those of 18 us who are still unemployed, you're 19 still in it, aren't you? 20 Nobody wants a hike in anything. 21 And yet it happens; such as MTA, gas, 22 the food that we buy to feed our 23 children, the luxuries that we buy for 24 our children, 'cause you don't want them 25 to know that you're broke.</p>
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<p>1 delays and ensure safe conditions. 2 Studies show delays increasing to 3 approximately 45 minutes during peak 4 hours. 5 Port Authority Bus Terminal lacks 6 staging capacity and parking spaces 7 forcing as many as 1,400 empty buses to 8 make unnecessary return trips, which 9 increase congestion and cause delay for 10 customers. 11 The agency's proposal toll 12 structure focusses the greatest increase 13 on cash users and trucks to incentivize 14 more efficient toll payment methods and 15 charge the most for vehicles that cause 16 the most stress on roadways and 17 structures. PATH fare increases are 18 held to \$1 to encourage use of mass 19 transit. And 100 percent of that 20 revenue will be invested back into the 21 PATH system. 22 Since 2008 the New York City 23 building trades have lost approximately 24 20,000 jobs. And we are experiencing 25 our lowest employment rate in 13 years.</p>	<p>1 If this -- if you can ensure 2 165,000 to 185,000 jobs by doing this, 3 that's all anybody can think about when 4 you're unemployed. Nobody wants to go 5 to a meeting. They want to go to work. 6 So how many men and women in this 7 room are not working? Raise your hands. 8 How many of you would like to be 9 working? Raise your hands. This is a 10 message. People made a sacrifice to 11 come down here. 12 And maybe the rest of us need to 13 make sacrifices as well. If it can 14 ensure jobs, good jobs, we need to help 15 each other. Thank you. 16 (Applause.) 17 HEARING OFFICER FULTON: Thank 18 you. 19 Next speaker, Christine Berthet, 20 followed by Brad Payeur, and followed by 21 Richard Brescher. 22 MS. CHRISTINE BERTHET: Hello. 23 My name is Christine Berthet. I 24 represent CHEKPEDS the Coalition of 25 Pedestrian Safety in Hell's Kitchen.</p>

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<p>1 And we strongly support the proposal to 2 raise tolls at Hudson crossing, but we 3 do not support the raise of the PATH. 4 Our 800 businesses, residents, 5 and property owners, and institutions in 6 Hell's Kitchen, their safety depends on 7 it. The residents of this New York 8 neighborhood are overwhelmed by the 9 Lincoln Tunnel traffic and the bus 10 traffic. And we suffer enormously from 11 the lack of Port Authority resources 12 dedicated to alleviate the ill-effects 13 of these two major infrastructure; 14 idling buses, buses blocking access to 15 MTA stops, daily gridlock, and honking 16 for hours at a time; sidewalks without 17 accessible ramps. 18 There are two intersections 19 adjacent to the Bus Terminal which are 20 the most dangerous for pedestrians in 21 all of New York City according to a 22 recent department of transportation 23 study. 24 A new bus garage must be built 25 urgently to host the growing numbers of</p>	<p>1 effort would be made to keep Port 2 Authority expenses in check. And 3 similarly we expect the governors of 4 both states to refrain from using those 5 funds at will. Thank you. 6 (Applause.) 7 HEARING OFFICER FULTON: Thank 8 you. Brad Payeur. Richard Brescher and 9 then Martin Farrell. 10 Mr. BRAD PAYEUR: Good morning. 11 I am Brad Payeur, a member of the 12 Lakawana Coalition. Our organization 13 advocates for better rail service on New 14 Jersey Transit's Morris & Essex and 15 Montclair-Boonton lines and connecting 16 transit, and has done so since 1979. 17 Many of our constituents ride PATH. 18 We strongly object to the unduly 19 unfair fare increase proposed for PATH 20 both for single trip riders and monthly 21 commuters. 22 The proposed increase in the base 23 fare is nearly 50 percent while the 24 increase proposed for monthly use is 25 nearly 70 percent. Those levels of</p>
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<p>1 commuters and tourist buses. Better 2 signage and cameras must be installed on 3 the New York side of the Lincoln Tunnel 4 to direct the traffic and monitor the 5 accumulation of cars waiting to enter 6 the tunnel. 7 PA police officers should be 8 posted at many intersections to enforce 9 New York City gridlock laws and 10 facilitate the flow of emergency 11 vehicles. 12 We also hope that such funds will 13 allow the Port Authority to honor its 14 portion of the City commitment to 15 install five ADA-compliant ramps on Dyer 16 Avenue and install a green street on 17 36th Street between 9th and Dyer Avenue. 18 However, we do not support the 19 raising of the PATH, because it still 20 costs today 25 percent more for a 21 roundtrip for a single person to come 22 from New Jersey to New York than for a 23 car, and that we don't think is the 24 right way to do it. 25 Finally, we trust that an all-out</p>	<p>1 increase are unconscionable. 2 We object to such a large fare 3 increase, especially since none of the 4 projects planned by the Port Authority, 5 for which such an increase will pay, 6 will directly benefit PATH riders in the 7 future. 8 Also, there is existing capacity 9 for more service on PATH at peak 10 commuting time and especially at 11 off-peak hours. Trans-Hudson travelers 12 should be encouraged to use PATH by a 13 reasonable PATH fare, not enticed to use 14 automobiles for a trip to Manhattan. 15 We have advocated for the 16 continued use and vitality of the 17 Hoboken Terminal as a major transit 18 facility. Today the fares to Hoboken on 19 New Jersey Transit trains added to the 20 current PATH fare encourages people to 21 use Penn Station, which is capacity 22 constrained, rather than Hoboken which 23 has available peak-hour capacity. 24 The current proposal will 25 exacerbate the condition considerably</p>

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<p>1 and threaten the viability of Hoboken as 2 a commuter facility. 3 We object on legal grounds for 4 lack of notice of this hearing that was 5 given to the public. It was only 11 6 days ago that the proposed fare increase 7 was announced and only six days ago that 8 the public was informed of the hearing 9 date and locations. New Jersey law 10 requires 15 days' notice for NJT 11 hearings. Many NJT riders, including 12 our constituents, also ride PATH. They 13 deserve and are entitled to the same 14 notice concerning PATH that they might 15 get from NJT. 16 We also object on legal grounds 17 that members of the public who are 18 concerned about PATH have no convenient 19 hearing location. It is unduly 20 burdensome to require PATH riders to 21 travel to the announced hearing 22 locations, of which the Port Authority 23 Bus Terminal is the least inconvenient. 24 By denying convenient access to these 25 hearings for PATH riders, they are</p>	<p>1 money, we're all employed, sure tax us 2 more, do your improvements, do your 3 upgrades. I do not put additions on my 4 home when the funds are not there. I 5 expect my government entities to be as 6 financially responsible as I am. 7 The governor of New Jersey was 8 voted in by people who were upset with 9 our president's expanse of the 10 government. So don't come back to the 11 people. When times are right, it's 12 okay. But the time's not right now. 13 I am not on the Authority. But 14 if I was, I'd be ashamed of my work 15 because of the poorly maintained roads, 16 projects that have been delayed for an 17 unimaginable amount of time; I mean the 18 World Trade Center. To be honest with 19 you, I'm ashamed to call myself an 20 American. And this is how long it took 21 us to do this; ten years to get a hole 22 in the ground. You should be ashamed of 23 yourself for that, not proud. 24 So with this, I believe, the 25 restructuring of the Port Authority</p>
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<p>1 denied these riders a fair opportunity 2 to be heard. We call for no increase in 3 PATH fares at least until hearings that 4 are conveniently accessible to PATH 5 riders can be scheduled and held. Thank 6 you. 7 (Applause.) 8 HEARING OFFICER FULTON: Thank 9 you. 10 Richard Brescher, followed by 11 Martin Farrell and Joe Cestaro. 12 MR. RICHARD BRESCHER: Hello. My 13 name is Richard Brescher. I've heard a 14 lot of speakers talk about jobs. But 15 jobs on the back of the working man is 16 just wrong. 17 High tolls is an added tax. It 18 is obvious that no one at the PA 19 realizes that we as a world are in 20 turmoil. We all have cut back. My 21 company itself has cut over the last 22 three years to live between our means. 23 I expect my government and all its 24 authorities to live between their means. 25 As a tax payer when we are making</p>	<p>1 should be considered before we continue 2 and tax Americans more. I do see that 3 most of your union leaders support 4 increases. It's unsustainable to 5 believe that you can tax people or toll 6 people enough to hire more people. 7 In closing, I see another 8 government agency out of control that 9 believes let's tax more to put more 10 government employees to work. The more 11 you tax the backbone of America, the 12 more the backbone weakens. It's madness 13 to continue in such a direction. 14 I thank you for your time. 15 (Applause.) 16 HEARING OFFICER FULTON: Thank 17 you. 18 Martin Farrell followed by Joe 19 Cestaro, and then Ken Valentine. 20 MR. MARTIN FARRELL: Good 21 morning. My name is Marty Farrell. I'm 22 the vice president of Local 197, Stone 23 Derrickmen and Riggers. 24 What I can say is that these toll 25 increases will affect our members 100</p>

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<p>1 percent. But what would affect them 2 more is the infrastructure work that it 3 would bring, to give them more 4 employment that would affect them more. 5 And it would create our own little 6 economic recovery for the men and women 7 of our trade that want to work, that 8 want to provide for their families, and 9 want to be able to continue to work 10 proud in this city and in New Jersey 11 also. 12 So we're strongly for it. And 13 we're for it because we want go back to 14 work, and we want to rebuild this place. 15 Thank you. 16 (Applause.) 17 HEARING OFFICER FULTON: Thank 18 you. 19 Joe Cestaro, then Ken Valentine, 20 and then Eugene Sparano. 21 Mr. JOE CESTARO: Good morning, 22 ladies and gentlemen. My name is Joe 23 Cestaro. I'm with the laborers labor 24 management. I just want to make a brief 25 statement about this.</p>	<p>1 HEARING OFFICER FULTON: Thank 2 you. 3 Ken Valentine and then Eugene 4 Sparano. 5 MR. KEVIN VALENTINE: How you all 6 doing? All right. Good morning. My 7 name is Kevin Valentine, a Local 79 8 laborer. 9 Basically what we're here for is 10 pretty much everyone needs jobs. The 11 economy is messed up, it's bad. 12 Everything is all twisted. Without 13 progress there's no money coming in, 14 there's nothing going on. So basically 15 I'm \$100 percent for it. 16 Of course, we don't want toll 17 hikes that high. It's going to be -- 18 probably lower than \$2, \$3, we don't 19 want that. Nobody wants a toll hike. 20 But we want to produce, we need to make 21 some progress, we need to make some 22 money. It's going to produce a lot of 23 jobs for a lot of families, a lot of 24 people that's out of work. A lot of 25 people that's, you know, starving, and</p>
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<p>1 This is about jobs for us. And 2 that's basically what it comes down to. 3 I mean, our members are going through 4 probably the hardest time that they've 5 gone through in the last 50 years, 6 probably since the economic depression, 7 the greatest, the worst scenario that 8 this country has ever seen. This is not 9 as, but it probably is close. 10 On behalf of the members and all 11 the working families, this toll increase 12 will help us to get back to work, to put 13 our people to work, which is what we 14 need right now. This is a very trying 15 time for our membership as well as for 16 everybody in America. And the Port 17 Authority doesn't collect taxes. The 18 fact of the matter is, they only get 19 their revenue through tolls, and you 20 know what, sometimes we have to bear the 21 burden of increases. It's going to hurt 22 some people, but it's going to help 23 many, many other people. Thank you very 24 much. 25 (Applause.)</p>	<p>1 going through hard, harsh times right 2 now. 3 You know, so basically I'm for 4 it. And I'm pretty sure a lot of us 5 laborers are for it. And we support it 6 a hundred percent. But not, you know, 7 we also hope that everyone else can get 8 benefits from the situation, not just 9 hikes and anger and arguments. We hope 10 we come to a, you know, understanding 11 where everybody can, you know, progress 12 from this situation. 13 But it's definitely a positive 14 and nothing negative about this 15 situation. I don't think anything's 16 negative about making jobs for other 17 people to live and survive and keep the 18 economy going. It can't be anything 19 negative about that. If we're in a bad 20 time where we need progress, and we need 21 economy to be booming. And if we're 22 working, then money is being put into, 23 spent right where we live in our 24 neighborhoods and producing more jobs. 25 So I'm 100 percent for it. Thank</p>

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<p>1 you. Keep it nice and short. 2 (Applause.) 3 HEARING OFFICER FULTON: Thank 4 you. 5 Eugene Sporano and then Robert 6 Kern. 7 MR. EUGENE SPORANO: Good 8 morning. My name is Eugene Sporano. 9 I'm a laborer and I'm for this project. 10 We need jobs. The infrastructure is 11 crumbling and people that need to come 12 from other states to come into the City, 13 deliveries need to come in for products 14 and all that, and we need our 15 infrastructure kept up to date. 16 We don't need crumbling highways. 17 We don't need bridges that are too low. 18 We need this passed, and this way we can 19 have some more jobs. We could feed our 20 families and help the economy in New 21 York while it's so bad. Thank you. 22 (Applause.) 23 HEARING OFFICER FULTON: Thank 24 you. 25 Robert Kern.</p>	<p>1 CERTIFICATE 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 proceedings. 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 16, 2011. 22 23 24 PATRICIA A. BIDONDE, RPR 25</p>
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<p>1 MR. ROBERT KERN: My name is 2 Robert Kern. Older people should either 3 ride free or get a reduced rate so they 4 could spend more money in the big City 5 of New York, maybe at Sack's Fifth 6 Avenue or Tiffany's or maybe at a 7 McDonald's or someplace like that. 8 HEARING OFFICER FULTON: Thank 9 you. 10 (Applause.) 11 HEARING OFFICER FULTON: Is there 12 anyone else present who would like to 13 making a statement regarding the 14 proposed actions? 15 Let the record reflect that no 16 one has answered affirmatively to that 17 question. 18 The time is now 9:25. And this 19 morning's hearing is now concluded. 20 (Time noted: 9:23 a.m.) 21 22 23 24 25</p>	

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AAA 13:24 14:1 23:16 ability 31:19 36:20 able 55:8 78:9 absolutely 28:14 absorb 43:19 44:12 accept 16:1 accepted 6:16 access 70:14 74:24 accessible 36:25 70:17 75:4 accessing 11:13 59:21 accountable 35:10 accrue 35:2 accumulation 71:5 acquisition 35:16 act 10:19 25:20,22 action 19:17 84:15 actions 6:17 20:4 83:14 activity 18:21 Adams 2:20 33:25 37:8 40:15,17,19 ADA-compliant 71:15 add 15:1 added 73:19 75:17 addition 8:19 17:21 42:4 additional 5:19 7:13 7:22 8:1,6 15:2 16:22 29:3 43:12 49:7 50:8 58:1 66:10 additionally 43:11 additions 76:3 address 47:21 48:3 adds 48:22 adequate 5:22 adjacent 24:24 70:19 adjustments 36:11 advance 53:17 advocacy 34:5 advocated 73:15 advocates 72:13 affect 77:25 78:1,4 affiliation 12:21 affirmatively 83:16 afford 13:5 44:12 46:3 AFL/CIO 54:25 agencies 31:18 32:12 agency 10:9 26:8 27:15 35:9 36:6 49:7 65:22 77:8 agency's 10:22 35:14 50:22 67:11 agent 45:12 46:15 aggression 25:22	aggressive 10:1 aging 10:22 11:22 60:9 ago 43:8 74:6,7 agree 50:8 agreement 33:13 agreements 16:20 33:14 Airport 19:23 airports 11:15 26:14 28:25 42:17,18 58:3 Albert 2:18 29:20 30:24 33:23 34:1,2 alleviate 52:18 64:20 70:12 Allied 47:18 allow 41:24 71:13 allowing 57:12 all-out 71:25 ambiguous 16:6 18:10 ambitious 21:19 23:11 America 28:11 47:7 53:22 56:3 77:11 79:16 American 28:4 53:12 56:4 76:20 Americans 55:18 56:8 77:2 amount 14:9 15:13 24:10,15 25:1 76:17 amounts 22:11 analyst 13:24 Anderson 59:13 Andrew 3:4 53:7 59:6 59:6,9,10 anemic 18:21 anger 81:9 anniversary 43:4 announce 4:9 announced 59:17 74:7 74:21 annually 15:2 answered 83:16 Anthony 53:2,3 anybody 37:14 69:3 anything's 81:15 apart 39:14 applauds 61:13 Applause 20:8 33:20 37:5 40:12 51:17 52:21 56:10 59:3 62:3 64:23 68:4 69:16 72:6 75:7 77:15 78:16 79:25 82:2,22 83:10 applied 8:4	appreciate 16:3 35:16 38:19 41:15 appropriate 12:21 approval 61:24 approximately 55:4 58:14 64:14 67:3,23 Aracich 2:22 46:12 47:12,15,16 ARC 60:21 area 15:3,12 19:4 26:9 27:7 31:3 32:2 45:16 46:20 48:7 areas 29:2 52:9 62:23 arguments 50:14 81:9 articulated 18:13 ashamed 76:14,19,22 asked 16:4 42:11 45:2 48:3 Asking 43:18 ASL 6:8 assets 38:1 61:18 assisting 53:15 associates 33:12 Association 34:4 40:21 astounding 14:21 24:9 25:1 astoundingly 25:8 astronomically 53:23 attacks 17:16,25 25:23 28:10 65:16 attention 36:13 attorney 23:6 37:13,25 audibles 36:10 augmenting 49:17 August 1:8 6:15 84:21 authorities 75:24 Authority 1:6,9 2:5 4:14 5:14 6:16 7:5 8:11 9:15 10:1,12 13:11 14:10,25 16:7 16:13,16,21 17:20 18:6,9,24 19:25 21:17 22:23 24:24 26:3,12 27:5,10 28:19 31:21 32:9 33:8,11 34:18 38:16 39:15,20,25 42:5 43:8,23 45:23 46:23 47:7 48:1,17,24 49:5 50:18 51:7 52:1,7 54:4,5 58:8 59:18 60:1,6,8,12,22 61:14 61:25 62:14,21 63:19 65:9,18 67:5 70:11 71:13 72:2	73:4 74:22 76:13,25 79:17 Authority's 5:8 6:23 7:4,10 14:3,4,16 15:4 16:6,19 23:2,11 43:15 57:4 auto 35:23 37:23 Automobile 54:11 automobiles 73:14 autos 7:9 available 6:6,9,12 12:17 73:23 Avenue 4:23 6:20 71:16,17 83:6 average 9:5 39:8,9 aware 12:14 axle 7:23 8:4,7 a.m 1:9 4:3 8:13,14 36:19 83:20	Ben 50:12 63:7 66:14 benefit 35:2 42:24 48:21 50:1 73:6 benefits 81:8 Berman 3:6 65:1,2,5,6 Berthet 3:8 69:19,22 69:23 best 57:13 better 28:5 53:18 71:1 72:13 Bidonde 1:16 84:6,24 big 21:10 83:4 bigger 28:5 52:15 64:12 billion 9:12,19,24 10:5 14:6,8 15:22 18:2,2 18:6,11 21:19 23:19 24:1,5,9,14 26:5,6,7 27:12 29:6 43:10,11 46:4,5 49:4,22,22,25 50:19 57:16,18,19 59:16 63:16 65:12 65:13,14,19 66:4,6,6 66:18 billions 10:6 22:12,13 22:14,19 40:2 66:20 bit 33:17 bi-state 35:9 black 39:23 blocking 70:14 blood 84:15 Board 6:23 bollards 29:1 bond 54:6,8 bonds 31:25 booming 81:21 boondoggle 24:6 Brad 3:9 69:20 72:8,10 72:11 brain 22:16 Brescher 3:10 69:21 72:8 75:10,12,13 bridge 8:15 11:3,10 14:12,13,13 15:8,10 15:18,21 23:20 24:1 27:23 28:18 30:16 42:13,19,23 50:11 52:11 58:7,9 59:23 61:1 63:2,3,4,15 66:12 bridges 2:4 4:12 5:10 11:5 14:10 15:24 19:24 22:15 24:4 26:16 37:18 38:21 39:17 45:21 47:24 50:13 54:15 56:1

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