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

JANE ROSE REPORTING  
Lynda A. Coplon, Court Reporter

JANE ROSE REPORTING 1-800-825-3341

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<p>1 MR. DE PALLO: Okay everyone, 2 I'd like to start the hearing now. Can 3 you hear in the back? Thank you. 4 My name is Mike DePallo. I'm 5 the director and general manager of the 6 Port Authority and the PATH of the Port 7 Authority of New York and New Jersey 8 and I will be serving as the hearing 9 officer for today's public comment. 10 The purpose of this hearing is 11 to inform the public about the Port 12 Authority's proposed toll and fare 13 increases on its interstate bridges and 14 tunnels and the PATH rail system and to 15 solicit public comments on the 16 proposal. 17 To fully solicit comments from 18 the public the Port Authority is 19 holding the most number of hearings 20 that it has ever held for a revenue 21 proposal; eight over the course of the 22 day in locations throughout New York 23 and New Jersey as well as one 24 additional on-line hearing. 25 To provide everyone who wishes</p>	<p>1 Commissioners will receive a copy of 2 today's transcript and any written 3 comments received prior to the 4 deadline. 5 At this time I will make a short 6 opening statement explaining the Port 7 Authority's toll and fare proposal and 8 why the Port Authority believes that 9 toll and fare proposal is necessary. 10 The toll and fare proposal under 11 consideration is as follows: Tolls for 12 autos using EZpass on the Port 13 Authority's crossings would increase 14 from \$6 to \$10 round trip for off peak 15 travel and from \$8 to \$12 in peak 16 hours. 17 An additional \$2 increase during 18 peak and off peak hours will be 19 implemented in 2014. 20 A cash toll surcharge of \$3 to 21 increase the cash rate from \$8 to \$15 22 during the peak periods in 2011 for the 23 25 percent of toll payers who still use 24 the optional cash system similar to the 25 MTA. The surcharge will increase by an</p>
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<p>1 to speak with an adequate opportunity 2 to be heard anyone who has not yet 3 registered and who wants to provide 4 comments at this meeting must register 5 at the registration desk at the 6 entrance of this room. Spanish 7 translators are available for speakers 8 who wish to deliver their messages in 9 Spanish. Sign language is also 10 available. 11 General information and a copy 12 of the notice of today's hearing are 13 available at the registration table. 14 All comments presented at this 15 hearing and those submitted and 16 received by seven p.m. on August 16, 17 2011 will be accepted by the Port 18 Authority in its consideration of 19 the actions that are the subject of 20 this hearing. Written statements 21 should be sent to the Public Hearing 22 Comments, 225 Park Avenue south, 18th 23 floor, New York, New York, 10003 or 24 submitted online at WWW.PANYNJ.INFO. 25 The Port Authority Board of</p>	<p>1 additional \$2 in 2014. 2 Truck tolls per axle using 3 EZpass off peak to increase from \$7 to 4 \$13 round trip and peak from \$8 to \$14 5 with an additional \$2 per axle increase 6 in 2014 for both off peak and peak 7 hours. 8 A similar cash surcharge of \$3 9 per axle will be applied to trucks in 10 2011 that continue to use optional cash 11 system with an additional \$2 per axle 12 in 2014. 13 There will be no toll increase 14 in 2011 on trucks that cross during the 15 overnight discount period and the Port 16 Authority will extend this overnight 17 period an extra two hours each week 18 night from ten p.m. to six a.m. that 19 was previously midnight to six a.m., 20 fully preserving the Staten Island 21 Bridge discount plan for EZPass users 22 giving these frequent users a 50 23 percent toll discount on the peak 24 EZpass toll. 25 In addition qualified energy</p>

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<p>1 efficient vehicles with green passes 2 will see no toll increase during the 3 off peak hours in 2011 and the 4 carpoolers' discount rate is preserved 5 in 2011 with a 50 percent discount off 6 the EZpass peak hour rate. Both green 7 passes and carpoolers will see an 8 increase in 2014.</p> <p>9 The base PATH fare will increase 10 from \$1.75 to \$2.75 in 2011, with the 11 discount fare increasing to \$2.10 from 12 1.30 given the steep 25 percent 13 discount which will be preserved.</p> <p>14 The 30 day unlimited pass will 15 increase to 89 from \$54.</p> <p>16 The proposed toll and fare 17 increase will fully fund a new \$33 18 billion ten-year plan, which will 19 generate over 167,000 jobs.</p> <p>20 This toll and fare proposal is 21 necessary because the Port Authority is 22 facing three unprecedented challenges 23 at once.</p> <p>24 One, a historic economic 25 recession that has sharply decreased</p>	<p>1 transportation network.</p> <p>2 At this point after a multi year 3 effort to control spending in 4 recognition of declining capital 5 capacity failure to act risks 240 6 critical infrastructure projects and 7 thousands of jobs and will prevent the 8 largest overhaul of the agency's aging 9 facilities in its 90 year history.</p> <p>10 Projects contingent on the 11 proposed toll and fare increase include 12 the first replacement of all 592 13 suspender ropes at the 80 year old GW 14 Bridge, the world's busiest crossing, 15 joining other suspension bridges like 16 the Golden Gate and RFK, which have 17 already replaced theirs.</p> <p>18 The replacement of the Lincoln 19 Tunnel helix which will require major 20 line closures and load restrictions if 21 not replaced.</p> <p>22 The raising of the Bayonne 23 Bridge, which will solve the current 24 clearance problem, preventing the 25 post-PANAMAX ships from accessing key</p>
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<p>1 revenue below projections.</p> <p>2 More than 6 billion in security 3 costs since 9/11 which have more than 4 tripled from pre 9/11 security costs 5 and the cost of rebuilding the World 6 Trade Center which is now estimated at 7 11 billion.</p> <p>8 The proposal comes only after 9 the Port Authority initiated an 10 aggressive cost cutting plan started in 11 2008 to manage its resources as the 12 impact of the economic recession became 13 clear, cutting five billion dollars in 14 capital project, and deferring billions 15 more.</p> <p>16 Holding and operating expenses 17 at zero growth for three consecutive 18 years and cutting agency head count to 19 the lowest levels in 40 years an 11 20 percent reduction of non-police staff 21 in the last five years.</p> <p>22 The Port Authority does not 23 receive tax revenue making its toll and 24 fare structure the primary way to fund 25 the region's critical interstate</p>	<p>1 ports.</p> <p>2 Significant security investments 3 at the region's airports including the 4 installation of security barriers.</p> <p>5 Complete replacement of 340 PATH 6 cars, replace the signal system that is 7 100 years old and duct bank network, 8 upgrade PATH security with tunnel 9 hardening and flood mitigation measures 10 and rehabilitate the system's aging 11 stations.</p> <p>12 We'll now begin the public 13 comments portion of this hearing. In 14 order to give everyone an opportunity 15 to speak we'll require that speakers 16 keep their oral presentations to no 17 more than three minutes. Please note a 18 timer is in place on a table in the 19 front of the room and will count down 20 the three minutes. We remind you to be 21 considerate of other speakers and 22 conclude in a timely fashion.</p> <p>23 I will call the names of those 24 who have preregistered and are here to 25 speak. I will read the name of the</p>

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<p>1 person first and two names on the list 2 to follow so that everyone will be 3 aware of the order in which they are 4 speaking. When it is a person's turn 5 to speak that person should use one of 6 the microphones available. When you 7 come forward to offer comments I ask 8 that you identify yourself, give your 9 name and organizational affiliation if 10 appropriate for the record. I would 11 also ask you to spell your last name 12 for the stenographer. 13 If you have a written version of 14 your comments please provide them to 15 the staff at the entrance of the room 16 so that the comments can be included in 17 the final transcript of the 18 proceedings. 19 Finally we remind you that the 20 purpose is to afford you an opportunity 21 to make statements and comments about 22 the proposed toll and fare increase. 23 This is not a question and 24 answer session. It is an opportunity 25 for you to present your views so that</p>	<p>1 construction for most of my life most 2 of all right here in Hudson County I 3 can tell you firsthand with 4 infrastructure reaches the state of 5 disrepair, rusting joints, exasperated 6 waiting in traffic, visiting my family 7 because of congestion. I've written 8 the checks up my neck related to the 9 repairs of the roads. 10 If New York and New Jersey wants 11 to keep its economy moving forward we 12 need to keep people and product moving 13 efficiently. I've always considered 14 the Port Authority more than a manager 15 of the diverse and heavily used 16 transportation system. Indeed the Port 17 Authority is and must be a planner that 18 anticipates not just current needs but 19 future needs as well. Perhaps the 20 because of its bi-State nature as well 21 as commercial significance of its 22 jurisdiction, the Port Authority's 23 significance is greater than most 24 people realize. People may not like 25 the cost associated with all toll and</p>
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<p>1 the Port Authority can consider them in 2 making any final determination. 3 Now I'll read the first three 4 names. 5 First will be Jason Coalfield, 6 followed by Lou Sancio and James 7 Johnson. Jason? Once more? Jason 8 Coalfield. 9 Okay. I guess Lou Sancio. 10 AN AUDIENCE MEMBER: Good 11 morning, great to be first. 12 S-A-N-C-I-O. Good morning my name is 13 Lou Sancio. I'm the director of the 14 Alliance Competitor Correcting. 15 I was born and raised here in 16 Hudson County and I've always been a 17 user of the Port Authority services and 18 I'm a frequent commuter to New York 19 City currently. 20 I appreciate the opportunity to 21 testify here this morning. I want to 22 share with you my perspective of why I 23 support to capital plan of the toll 24 restructuring debate work. 25 As a person who worked in</p>	<p>1 fare increases, I know I don't like to 2 pay increased tolls but the cost is 3 much greater if we don't adequately 4 repair these facilities, suspension 5 cables. Without a raised Bayonne 6 Bridge we can kiss good-bye the 7 logistics regions. If we don't fix the 8 access ramps we'll pay the far greater 9 price later. 10 Forcing buses to leave the Port 11 Authority bus terminal empty because it 12 lacks the capacity to house buses not 13 only exacerbates traffic and increases 14 pollution, it also is an expense that 15 is already being passed down to the 16 consumer. These are the hidden tolls 17 we pay for from an inefficient system. 18 The good news is that it takes 19 out some of the inefficiencies and 20 improves conditions for a better 21 quality of life and a stronger economy. 22 Lastly something we cannot 23 ignore for the security and safety 24 measures being taken. Why do we have 25 to upgrade the PATH systems? So that</p>

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<p>1 we don't have another I-35 bridge 2 collapse like we had in Minneapolis, 3 Minnesota. So we can withstand acts of 4 terrorism, God forbid they happen 5 again; to attract and retain business, 6 given the region's commuters spend on 7 average 42 hours a year 32 gallons of 8 excess gas spent in traffic, we need to 9 increase in our infrastructure so that 10 we can remain competitive so that we 11 can improve people's quality of life. 12 Yes, drivers and riders will 13 shoulder the burden but they will also 14 benefit. To me that is not only fair, 15 it is right. 16 Thank you. 17 MR. DE PALLO: Thank you. 18 Next three speakers will be 19 James Johnson, Brett Castillo, 20 Christine Bamberger. Now James 21 Johnson. 22 AN AUDIENCE MEMBER: Good 23 morning. My name is James Johnson. 24 I'm a construction worker and a 25 resident of Hudson County. I have</p>	<p>1 truck it's going to stop working and 2 the same goes for us. If we don't 3 maintain the things that we need, we're 4 all going to eventually stop working in 5 this area. I know that cost is an 6 issue but likewise I don't refuse to 7 change the oil in my truck because 8 Jiffy Lube costs \$35. I just do it 9 because it's needed as are the projects 10 needed here. 11 I hope the Port Authority goes 12 forward with the plans and improvements 13 so desperately needed in this area. 14 Thank you. 15 MR. DE PALLO: Thank you. Next 16 three speakers will be Fred Castillo, 17 Christine Bamberger and Mr. Vincent 18 Pellecchia. 19 AN AUDIENCE MEMBER: Good 20 morning. I'm a proud member of Local 21 325 here in Jersey City and a resident 22 of Long Branch, New Jersey. I took the 23 time off this morning because I felt 24 strongly that the Port Authority was 25 good enough for me to come and support.</p>
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<p>1 about 185,600 reasons why I think the 2 Port Authority capital plan is good for 3 the region, estimated amount of jobs 4 that it's going to create throughout 5 its proposal. 6 I know the national news is all 7 about debt, what you read in the paper 8 and see on TV but in my community it's 9 about jobs. A reduction in the funding 10 of Medicare doesn't pay for food on my 11 table and the downgrading of the credit 12 rating doesn't pay my mortgage. 13 People in Hudson County and 14 throughout the region need employment. 15 We don't need the shipping industries 16 to leave because we didn't raise the 17 Bayonne Bridge. If we can't 18 accommodate larger ships or more modern 19 ships we're going to lose. We don't 20 need businesses choosing eastern 21 Pennsylvania because of gridlock that's 22 too costly in this area. 23 I'm not a city planner nor can I 24 tell the future in this area but I know 25 that if I don't change the oil in my</p>	<p>1 Looking at the list of projects, 2 I'm impressed that they suggest every 3 mode of transportation including bus 4 passengers. 5 Also the capital plan presented 6 seems to address the right priorities. 7 Some projects are upgrading for 8 security reasons. Some projects aim to 9 ease congestion and improve the 10 traffic. 11 Other projects can be critical 12 to support the private sector and 13 create jobs. To me this is what the 14 Port Authority is about. To 15 prioritize, plan and improve our 16 regional transportation system so that 17 our economy and high quality of life 18 doesn't get stalled. 19 My work brings me into New York 20 every workday so I'm not immune to the 21 toll increases. I am proud to call 22 this country home. In China, India, 23 Germany and many countries there are 24 huge contributions made into the 25 infrastructure. They are learning what</p>

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<p>1 we already know, that a solid 2 infrastructure is a foundation upon 3 which strong societies are built. 4 This is not the time to forget 5 this lesson. 6 I support the Port Authority 7 plan and urge their passage. Thank 8 you. 9 MR. DE PALLO: Next speakers are 10 Christine Bamberger, Herb Fleshing. 11 AN AUDIENCE MEMBER: Christine 12 Bamberger. I'm a resident of Jersey 13 City for 11 years and I strongly 14 protest your proposal of the fare hike 15 on all the Port Authority transit 16 systems. This proposal is going to 17 place a difficult financial burden on 18 the public. 19 For me, I have been unemployed 20 four years working temporary jobs 21 throughout this time. By raising the 22 fare on the Path Train it will impact 23 me seriously and adversely. 24 There are a lot of people living 25 in Jersey City just like me just</p>	<p>1 counsel of the Tri State Transportation 2 Campaign, a regional watchdog 3 advocating for better transportation in 4 New York, New Jersey and Connecticut. 5 I'm a resident of Jersey City and 6 frequently use the PATH. 7 I would like to start by noting 8 that the importance of the Port 9 Authority capital program and the 10 functioning of our region cannot be 11 overstated. That program over 100 12 million people to cross the Hudson 13 River every year, provides 167,000 jobs 14 and pays for maintenance of the Hudson 15 County crossings. 16 The Port Authority makes a 17 strong case that without new revenue, 18 this capital program and commuter's 19 mobility will be at risk. 20 That being said, a PATH increase 21 of up to 65 percent is much too high. 22 Keeping cross-Hudson public 23 transportation fares affordable is in 24 the best interest of all commuters not 25 just the PATH system. Keeping fares</p>
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<p>1 getting by. The proposal to raise the 2 Path Train fare by a full dollar making 3 the cost at 2.75 is higher than the MTA 4 system in New York. This is outrageous 5 and greedy. 6 I encourage the Port Authority 7 to retain its needs for the World Trade 8 Center development. 9 Let the banks benefit from the 10 public's generosity and get back on 11 their feet in the first place in the 12 economic downturn to pay for this 13 project instead of us, the poor 14 unemployed and the average working 15 person. 16 The Port Authority is greedy and 17 needs the public to pay for more than 18 its fare share. Shame on you. Do not 19 raise the tolls. 20 MR. DE PALLO: Next three 21 speakers are Vincent Pellecchia, 22 Erik-Anders Nilsson and Brook Weirs. 23 AN AUDIENCE MEMBER: Good 24 morning. My name is Vincent 25 Pellecchia. Good morning. I'm general</p>	<p>1 affordable encourages people to take 2 public transportation every day which 3 in turn reduces cross Hudson 4 congestion, and creates jobs and is 5 good for the environment. A much more 6 reasonable solution would be a very 7 modest fare increase, say 5% with 8 future increases being gradually. 9 With respect to tolls the 10 increase should be related to trip 11 timing. The Port Authority should use 12 this opportunity to expand its existing 13 congestion pricing program by deepening 14 off peak discounts. This type of peak 15 off peak pricing is already part of the 16 toll structure and is based on the idea 17 that because impacts on the 18 infrastructure and the environment are 19 greater during rush hour people 20 traveling at those times should pay a 21 little more to help cover the costs of 22 maintaining the roads and bridges. 23 This type of congestion pricing is also 24 likely to save commuters time by 25 encouraging drivers to move their trips</p>

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<p>1 to less congested times of day thereby 2 reducing traffic when it matters most, 3 as happened when Port Authority 4 instituted this type of pricing in 5 2000.</p> <p>6 The Port Authority deficits are 7 real and due to a variety of forces 8 outside of its control, the economic 9 recession, the rebuilding of the World 10 Trade Center site and cuts in federal 11 aid and requests from both New York and 12 New Jersey to help plug deficits in 13 their State's transportation program.</p> <p>14 The latter illustrates not only 15 the dysfunction around how we pay for 16 transportation but also exploitation of 17 certain commuters by residents of both 18 New York and New Jersey. Both states 19 need more money for transportation 20 projects but do not want to use their 21 own money to pay for said projects. 22 Rather Governor Christie wants 1.8 23 billion to pay for New Jersey road 24 projects and the MTA which is 25 ultimately controlled by Governor Cuomo</p>	<p>1 minimizing increased burden the Port 2 Authority are being asked to bear. 3 Thank you.</p> <p>4 MR. DE PALLO: Next three 5 speakers.</p> <p>6 AN AUDIENCE MEMBER: Erik 7 Nilsson. I'm also the director here in 8 Jersey City and Jersey City Peace 9 Movement. I also want to identify 10 myself as a member of two units so I 11 understand how my brothers and sisters 12 here feel and we were not against -- 13 we're not against unionized work. I 14 want to make that very clear. We are 15 with you but we have to understand this 16 money is budgeted for you.</p> <p>17 Our funds, our tax dollars are 18 being stolen from us with these 19 reprehensible wars that should be 20 ended. The funding is there.</p> <p>21 I also want to make a point that 22 this meeting today it's a shame that 23 it's at eight a.m. and there is only 24 one day of meetings. There should be 25 several days where the working class</p>
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<p>1 wants \$380 million for buses from the 2 Port Authority.</p> <p>3 In other words, commuters 4 crossing the Hudson are being asked to 5 pay dearly for projects that should be 6 paid for via other means. New Jersey 7 wants almost \$2 billion from cross 8 Hudson commuters despite the fact that 9 New Jersey's gas tax remains the same 10 as it was in 1988 and is the third 11 lowest in the nation.</p> <p>12 On the New York side TSTC has 13 long supported other ways to pay for 14 the capital program such as lending a 15 fee for driving in Manhattan, currently 16 \$8 going up to \$15 as proposed, to 17 enter Manhattan from the Hudson River 18 crossings but completely free to cross 19 the East River via Brooklyn, Manhattan 20 or Queensboro Bridge.</p> <p>21 In sum, a substantially reduced 22 PATH fare increase and a modified toll 23 structure can save commuters money and 24 still pay for necessary projects to 25 keep our region moving while the</p>	<p>1 person can come instead of eight a.m. 2 or six p.m. on one day.</p> <p>3 We are also calling for an audit 4 of the Port Authority's books because 5 the billions of dollars needed for this 6 work is there. They budgeted for the 7 repairs. We need the repairs but to 8 raise the funds on the backs of the 9 working class and the poor who need to 10 travel through the tunnel and through 11 the PATH it is unacceptable in this 12 time, ten years after the horrific 13 terror attacks of 9/11 to raise this 14 month, the tenth anniversary is a slap 15 in the face not only to the memory of 16 the victims, but a slap in the face to 17 all the citizens who are still feeling 18 the effects of those horrific attacks.</p> <p>19 I'd like to point out that the 20 World Trade Center proprietor, Mr. 21 Larry Silverstein, sued and won double 22 the amount of insurance money 3.5 23 billion became, almost seven billion, 24 to rebuild the World Trade Center.</p> <p>25 Why is this funding being forced</p>

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<p>1 on the backs of the working class 2 people? 3 I want to also bring to your 4 attention there's a city council 5 resolution that passed unanimously in 6 Jersey City, unanimously against this 7 not attacking the workers. Again we 8 support the work, the money is there. 9 We call for an audit of the books. 10 I'm going to submit this counsel 11 resolution which is very strongly 12 worded and calls for Governor Christie 13 who said he would not raise taxes and a 14 fare and a toll increase is a tax, my 15 sisters and brothers. So if this goes 16 through to double in some cases and 17 even in heights of 65 percent is 18 absolutely appalling. I'm going to 19 submit this as evidence for the board 20 to look at. We are calling for 21 Christie to veto and thank you. 22 MR. DE PALLO: The next three 23 speakers are Brook Weirs, David Mello 24 and Carolyn Fefferman. 25 AN AUDIENCE MEMBER: Good</p>	<p>1 PATH. There's a lot of people out 2 there that are not in favor of 3 increasing the PATH fare and I 4 understand this isn't just about the 5 PATH fare. I understand he said we've 6 got to increase infrastructure. I'm 7 all for improving the Bayonne Bridge. 8 He said we got to improve the security. 9 Again that's a no brainer. Do we have 10 to pay seven billion dollars for the 11 World Trade Center site? 12 I would say this: They call it 13 a fare increase but if you got to go 14 from New Jersey to New York every day 15 you don't have a choice about that. 16 That is money coming out of your pocket 17 because the government says it has to. 18 A lot of other places they would call 19 that a tax. This is a tax, the fare 20 increases. 21 Second of all, who is doing the 22 tax? They say it's the Port Authority. 23 People scratch their heads and say I 24 don't know who that is. I got news for 25 you. Governor Christie appoints the</p>
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<p>1 morning. My name is Brook Weirs and is 2 this working? I'm a physician in 3 Jersey City. I also basically -- I'm 4 just a citizen who came out. I saw 5 that they were increasing the PATH 6 fares this much. I said wait a second, 7 this can't be right. How can it go up 8 62 percent? It just went up the year 9 before. I let people know. I said 10 hey, the fare is going up to 2.75. Did 11 you know that? Nobody knew that. 12 There is no good information given to 13 people. 14 Then these hearings are being 15 held in a place nobody can find at a 16 time that nobody can come here except 17 for you guys which are good guys. 18 Obviously your union got you out. I 19 stood in front of the PATH station. I 20 was there for one hour three times 21 separate days. 22 In that time I got 370 people to 23 give me their e-mails or to get 24 information and joined a Facebook page 25 called New Jerseyians for a better</p>	<p>1 Port Authority. When they say the Port 2 Authority is raising this tax, they are 3 saying Governor Christie is passing a 4 tax. Who is paying that tax? Only the 5 people from northern New Jersey. We 6 are the only ones who are going to pay 7 that tax, what for? To replace the 8 World Trade Center? There was an 9 attack on all of America. Why are the 10 people from northern New Jersey 11 responsible for paying for an attack on 12 all of America? We have got to slow 13 this process down a little bit. Go to 14 the federal government and say hey, 15 guys, where is the money on the attack 16 for all of America? 17 There are people here who are 18 broke, unemployed, they are the working 19 poor. How are they going to pay an 20 extra dollar, \$500 a year? We've got 21 to seriously look at some other options 22 so they can continue to go to work. 23 Thank you so much. 24 MR. DE PALLO: Thank you. 25 AN AUDIENCE MEMBER: Next three</p>



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<p>1 speakers are David Mello, Carolyn 2 Fefferman and Joseph McNamara. 3 AN AUDIENCE MEMBER: David 4 Mello. I'm a resident of the City of 5 Hoboken and also a councilman at large 6 of the City of Hoboken. 7 There's been a lot of talk 8 whether or not the Port Authority needs 9 more funding in the situation and I'm 10 not adverse. My concern is the way 11 it's being funded and the fact that 12 these increase are heavily put upon 13 riders of mass transit rather than 14 people taking cars through Manhattan 15 into Manhattan. 16 What was in the City of Hoboken, 17 we've watched our population grow 18 exponentially to a population of 50,000 19 people in the most recent census. We 20 have done this through a partnership of 21 the Port Authority because they are 22 located in Hoboken. If it was not for 23 the Path Train and the access those 24 trains provide, it wouldn't have 25 happened.</p>	<p>1 bulk to people in cars and not taking 2 mass transit? 3 The City of Hoboken has grown 4 leaps and bounds because we have this 5 access to the city's core. I don't 6 want to see people opt for living in 7 Brooklyn or Queens because it makes no 8 sense for them to live on this side of 9 the Hudson. 10 I hope we'll pass a resolution 11 similar to the one in Jersey City. 12 This is unfair because of how much of a 13 burden it places on mass transit 14 commuters and I believe this should be 15 shift to do people in cars and vehicles 16 instead of on the backs of people who 17 are doing good for the environment who 18 have in partnership with the Port 19 Authority and are living in an urban 20 setting which makes more sense for this 21 overall. 22 Thank you. 23 MR. DE PALLO: Thank you. Next 24 three speakers are Carolyn Fefferman, 25 Joseph McNamara and Iano Achiva.</p>
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<p>1 We would put this increase on 2 the backs of people who take mass 3 transit, who have lived in places like 4 Hoboken and Jersey City. They are 5 taking far less with an apartment 6 footprint then their neighbors in the 7 suburbs and is beyond me. 8 We should put the bulk of the 9 increase on the people taking their 10 cars into the City of New York who 11 might be able to take mass transit 12 instead. 13 I don't know why we are 14 discouraging the use of mass transit 15 and not encouraging the use of cars and 16 vehicles when stats have been brought 17 up as to why that needs to be done. 18 Look at other country's 19 infrastructure improvements and how 20 they are funded. Often they include 21 mass transit and a better mass transit 22 system then we have in this nation. We 23 had a speaker talk about I think it was 24 30 plus gallons of gas that gets 25 wasted. Why are we not putting the</p>	<p>1 AN AUDIENCE MEMBER: Carolyn 2 Fefferman on behalf of Robert Menendez. 3 "I am sorry to not be at the hearing 4 but I would like to thank you the Port 5 Authority of New York and New Jersey 6 for giving all of us a 50 percent toll 7 increase and a one dollar fare increase 8 is simply too much for working 9 families. 10 I believe New Jersey working 11 families small businesses and the many 12 unemployed who are looking for work are 13 struggling enough. The last thing they 14 need in the face of difficult economic 15 times and rising fuel costs are toll 16 and fare increases that make it that 17 much more difficult to find work or get 18 to work at all. 19 First I call on Governor 20 Christie to veto this and have the Port 21 Authority come back with more 22 reasonable options. 23 Second, I request that the Port 24 Authority open its books and conduct a 25 full and thorough audit, to show why</p>

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<p>1 such prohibitive increases are required 2 at this time. New Jerseyans are 3 already suffering from a New Jersey 4 transit increase and have to endure a 5 toll increase on the Parkway and 6 turnpike. 7 To put this in perspective the 8 GW Bridge is less than one mile long. 9 If the turnpike had the same toll for 10 per mile it would cost \$2000 to travel 11 through New Jersey. 12 It is unfair to hard working 13 middle class families to those looking 14 for work and every New Jerseyian. 15 Unemployment stands at 1.5 percent. We 16 should make sure toll and PATH 17 increases are necessary before we 18 burden people with them. That is why I 19 think this should be vetoed. 20 In order to reinvest in 21 infrastructure for the region but to 22 propose an incredible increase is 23 unreasonable, I also feel the Port 24 Authority should conduct such an audit 25 and should be able to answer the</p>	<p>1 additional financial burden to those 2 New Jerseyans who can least afford 3 toll increases at a time so many are 4 looking for work to make ends meet. 5 Thank you. 6 MR. DE PALLO: Thank you. Next 7 is Joseph McNamara, Iano Achiva and 8 Demetrius Terry. 9 AN AUDIENCE MEMBER: Good 10 morning. Joseph McNamara. I'm a 11 director of the Labor and Cooperation 12 Trust. This organization is a labor 13 management organization and does 14 represent the construction industry. 15 I grew up in northern New 16 Jersey, reside in Middletown and spent 17 over 25 years commuting through Port 18 Authority through the tunnels and 19 bridges and using PATH and while I'm 20 not working in New York any longer I 21 still use the facilities on a regular 22 basis. 23 I am here to strongly support 24 the Port Authority capital program and 25 the remedies needed to implement it.</p>
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<p>1 following questions in detail. 2 One, how does the authority 3 suddenly find itself in such a 4 financial hole? 5 Two, how exactly could this cost 6 could not have been anticipated 7 earlier? 8 Three, what efforts has the Port 9 Authority taken to increase costs? 10 Traditionally it is supposed to be 11 50-50. Is that still the case? 12 What other fees or sources of 13 revenue has the Port Authority pursued? 14 This money is gone. I do not think 15 anyone questions the fact that these 16 toll and fare increases will 17 disproportionately affect New Jersey 18 commuters. Are these revenues going to 19 be used to disproportionately help New 20 Jersey or will they be used mainly to 21 finish the enormous projects in New 22 York? 23 Again, let me thank you the Port 24 Authority for taking these into 25 consideration before adding any</p>	<p>1 In short we cannot afford not to make 2 these investments. Yes, in the short 3 term as others have pointed out where 4 many of our members are today is 5 because we need the jobs. 6 This is a very difficult 7 economy. We have 30 to 50 percent 8 unemployment in some areas but it's not 9 the construction jobs in short term. 10 There are drivers and small 11 businesses that exist around the Port 12 Authority and on the transportation 13 facilities and construction projects 14 that rely on people, working 15 communities rely on having people, a 16 strong middle class that has a liveable 17 wage and steady income that they can 18 use to invest in their communities. 19 In the long term though there 20 are also job benefits. Our 21 infrastructure in this region is the 22 foundation of our economy. Our 23 intermodal system, our complex roads, 24 bridges, airports, ports, transit 25 systems all work together to make the</p>

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<p>1 New York, New Jersey region the most 2 competitive and the center of the 3 economic world. We are the Gateway to 4 world markets and if we don't make the 5 investments in our facilities to give 6 us that advantage we will not grow as 7 an economy. 8 Long term so it's not just 9 construction jobs but in long term we 10 have to attract and maintain business. 11 If we have an efficient system 12 and we are the center of international 13 business we'll create jobs for our 14 children and grandchildren, but in 15 international business in finance, 16 manufacturing, small business that 17 support these larger businesses. 18 So again in short I hope the 19 Port Authority moves ahead with the 20 program. It's much needed and we 21 cannot afford not to do it. 22 Thank you. 23 MR. DE PALLO: Next is Kabili 24 Tayari and Bob Graham. 25 AN AUDIENCE MEMBER: My name is</p>	<p>1 wasted over 100 million dollars in the 2 hole that you are in this year such as 3 the Goethals Bridge. Teleport expects 4 to lose 1.8. You expect to lose 10.6 5 million dollars. You guys do not know 6 how to manage at all and the next 7 question I have if it wasn't for 8 commuters taking the trains, bridges 9 and tunnels who would be paying for 10 your salary? 11 Once again, I oppose the 12 increases on the PATH bridges and 13 tunnels. Also I will be working and 14 calling Governor Christie's office 15 hoping he does review this plan. 16 Thank you. 17 MR. DE PALLO: Next is Kabili 18 Tayari. Next three speakers, Corey 19 Caddle and Joseph LaBruno. 20 AN AUDIENCE MEMBER: Good 21 morning. Bob Graham. I work for 22 plumbers Local 24. I live in Bayonne, 23 grew up here in Jersey City Heights. 24 Early in my career I worked in 25 this building for about a year. I also</p>
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<p>1 Demetrius Terry. I'm the chairman of 2 the Hudson County Teenage Republicans 3 and I strongly oppose the increase on 4 the PATH trains. I have the privilege 5 and honor to know Bayonne, and Union 6 City, Secaucus, Kearny and Weehawken. 7 Each of these municipalities has mass 8 transit as an option, Jersey City and 9 Harrison. There are thousands of 10 residents and there are also college 11 students who commute. 12 On weekends the train service is 13 used to get to various places. By 14 increasing it from 1.75 to 2.75 there 15 are so many people who can barely 16 afford 1.75. You want to raise the 17 fare? It's unacceptable. 18 I understand the need for 19 repairs and more security but why must 20 you put the cost on hard working 21 citizens? The commuters and drivers 22 they would find another alternative. 23 Also in the New York Post there 24 was an article talking about how you 25 guys waste so much money. You guys</p>	<p>1 worked at the Lincoln Tunnel on a big 2 storm removal job. I have experience 3 working for the Port Authority and they 4 were good experiences. I would love to 5 work for them again. 6 Later on this evening there's 7 going to be other meetings probably 8 attended by people coming home from 9 work. This meeting is attended by 10 people who wish they had work. 11 I support the Port Authority's 12 attempt to raise capital and create 13 jobs for us. 14 MR. DE PALLO: Thank you. Next 15 Corey Caddle and Joseph LaBruno and 16 Patrick Kelleher. 17 AN AUDIENCE MEMBER: Corey 18 Caddle. I'm here on behalf of plumbers 19 Local 24 and building trade. 20 Most of us are here early, so we 21 don't have work. I don't know the 22 logistics of the numbers but we need 23 this project to go forward so you can 24 put a bunch of guys back to work so 25 they can support their families.</p>

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<p>1 Thank you.</p> <p>2 MR. DE PALLO: Next is Joseph</p> <p>3 LaBruno, Patrick Kelleher and Ray</p> <p>4 Garcia.</p> <p>5 AN AUDIENCE MEMBER: Joseph</p> <p>6 LaBruno. I support the toll hikes.</p> <p>7 Thank you.</p> <p>8 MR. DE PALLO: Next speakers are</p> <p>9 Patrick Kelleher, Ray Garcia.</p> <p>10 AN AUDIENCE MEMBER: Patrick</p> <p>11 Kelleher. President of the Hudson</p> <p>12 County Building Trades, representing 19</p> <p>13 building trades and I'm also the agent</p> <p>14 for plumbers Local 24.</p> <p>15 Before I talk about the Port</p> <p>16 Authority I was at a convention out in</p> <p>17 Las Vegas. Five years ago I was out</p> <p>18 there and cranes were booming. I spoke</p> <p>19 to the manager out there, not a crane</p> <p>20 in sight and they've got 75 to 80</p> <p>21 percent of their Local out of work.</p> <p>22 They wish they had infrastructure.</p> <p>23 The key to our success here in</p> <p>24 Hudson County is infrastructure because</p> <p>25 infrastructures will open up</p>	<p>1 Local plumbers 24. Been out of work</p> <p>2 for 16 months and I'm here to support</p> <p>3 the raising of the capital for this</p> <p>4 program. I'm here on my daughter's</p> <p>5 first birthday, out of work. We don't</p> <p>6 need another disaster because we don't</p> <p>7 want to pay a dollar or two extra. We</p> <p>8 need to get this going.</p> <p>9 Thank you.</p> <p>10 MR. DE PALLO: Next three are</p> <p>11 Diego Santos, Kabili Tayari and Dan</p> <p>12 Pelic.</p> <p>13 AN AUDIENCE MEMBER: Diego</p> <p>14 Santos, Jersey City Peace Movement.</p> <p>15 First and foremost, we are pro</p> <p>16 work but at the same time point to</p> <p>17 estimates. In 2009 the Port Authority</p> <p>18 made 1.1 billion dollars in profit.</p> <p>19 Between 1.1 billion in profit and I</p> <p>20 reckon another billion dollars in</p> <p>21 profit, which means the money is there</p> <p>22 for these people to be at work. It</p> <p>23 cost one billion dollars to fix the GW</p> <p>24 Bridge. A billion dollars to fix the</p> <p>25 Lincoln Tunnel. We have the money to</p>
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<p>1 development where companies will come</p> <p>2 in, businesses will come in and</p> <p>3 projects like this will put building</p> <p>4 trades people back to work. We need to</p> <p>5 upgrade the George Washington Bridge.</p> <p>6 I have family members that live</p> <p>7 in New York City. I go all the way out</p> <p>8 to the Island but if we don't get</p> <p>9 people back to work in this economic</p> <p>10 downfall we're going to have major</p> <p>11 problems in this country.</p> <p>12 This capital project is a key to</p> <p>13 building trades people going back to</p> <p>14 work. So many people have been out of</p> <p>15 work for almost 20 months, two years.</p> <p>16 We need to go back to work to help our</p> <p>17 people get going and set up security</p> <p>18 upgrading bridges, tolls and tunnels</p> <p>19 and stuff like that. We need to get</p> <p>20 people back to work. That's the key.</p> <p>21 Thank you.</p> <p>22 MR. DE PALLO: Next three</p> <p>23 speakers Ray Garcia, Diego Santos and</p> <p>24 Kabili Tayari.</p> <p>25 AN AUDIENCE MEMBER: Ray Garcia.</p>	<p>1 have these fine people working. It</p> <p>2 shouldn't be on the backs of the</p> <p>3 average citizen which we are suffering</p> <p>4 as is.</p> <p>5 At this rate at 2.75, which I</p> <p>6 think is a joke, I think you said you</p> <p>7 were going to raise the PATH to \$2 but</p> <p>8 you wanted to raise it to 1.50. Any</p> <p>9 increase is unacceptable. You have the</p> <p>10 money. The revenue is coming in. If</p> <p>11 they can pay two billion dollars a week</p> <p>12 in Afghanistan we can put these</p> <p>13 gentlemen to work for years to come.</p> <p>14 That's all. Thank you very</p> <p>15 much. Back to work.</p> <p>16 MR. DE PALLO: Next three</p> <p>17 speakers.</p> <p>18 AN AUDIENCE MEMBER: Good</p> <p>19 morning, as was stated earlier, the</p> <p>20 city council of Jersey City passed a</p> <p>21 resolution not supporting this project.</p> <p>22 That does not mean that the city of</p> <p>23 Jersey City is against jobs because as</p> <p>24 the union's note, Jersey City supports</p> <p>25 the project and anything that would</p>

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<p>1 increase jobs for workers. 2 The concern I have is what is 3 the long range cost on everybody when 4 we get jobs? Is it helping or is it 5 hurting? We have to look long range as 6 well as short range. 7 For people to wake up yesterday 8 to turn on the TV yesterday to find out 9 that they were having a hearing this 10 morning some place and found out there 11 would be another hearing this evening 12 some place is not fair. 13 So the Port Authority if 14 anything before you go forward you 15 should at least have three more well 16 announced hearings. 17 Number two, people are concerned 18 about fare increasing because whether 19 we like it or not they are aware of 20 taxes. We don't know whether the Port 21 Authority is a public agency, quasi 22 private agency or private agency and it 23 appears that the Governor of New York 24 and New Jersey are making their points, 25 then it definitely is public in some</p>	<p>1 AN AUDIENCE MEMBER: Dan Pelic. 2 I just think I speak for a lot of 3 people when I say where is this all 4 coming from? A lot of people don't 5 know this is going on and it reckons 6 back to the New Jersey Transit fare 7 increases where it was rushed through. 8 I don't know what the solution is. 9 I've been unemployed before, I 10 know how it is. I'm lucky to be 11 employed right now and it would hurt me 12 as somebody employed and I think that 13 the people who are already employed and 14 the people who need work and the Port 15 Authority needs to meet somewhere in 16 the middle. Slow this process down, 17 get more hearings because this is being 18 rushed through and it's more done and I 19 think it's being touted as something 20 that's supposed to help us all but it's 21 really being done in the interest of a 22 few. 23 Thank you. 24 MR. DE PALLO: Next speaker is 25 Jesse Laz and Adela Rohena.</p>
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<p>1 sense and it needs to open its books 2 like every other public entity has to 3 do. So we all know how they benefit. 4 The third thing we clearly need 5 to look at is infrastructure is needed. 6 One of the things that we understand 7 about infrastructure, rebuilding will 8 bring many jobs across the State and 9 across the country. This is not 10 nothing new but I don't want you to 11 exploit these workers, use these 12 workers who are unemployed and want to 13 take care of their families to exploit 14 millions of other workers. 15 So again have at least three 16 more public hearings and consider 17 sitting down with the United States 18 Senators, sitting down with the various 19 city counselors of Hoboken and Jersey 20 City and the Mayor's and open up the 21 books. 22 God bless and thank you. 23 MR. DE PALLO: Thank you. Next 24 three speakers are Dan Pelic, Jesse Lax 25 and Adela Rohena.</p>	<p>1 AN AUDIENCE MEMBER: Hello, my 2 name is Jesse Laz. 3 I just heard about this last 4 night. So I apologize for not having 5 prepared remarks. 6 I'll reiterate what everybody 7 has been saying which is I'd like a 8 little more time to process what's 9 going on to learn about what it's going 10 to mean for me and my family and I 11 suppose solutions would be that I would 12 kind of like another option. 13 The Port Authority controls 14 every way to get into the city which is 15 where I work. 16 I live in Jersey City and I like 17 living in Jersey City but it ends up 18 being a lot of money. A dollar if I'm 19 going in and out every day, \$2 a day 20 \$10 a week, \$40 a month adds up and I 21 suppose I just like if we have to do 22 this and it sounds like we might need 23 to do this, what happens if none of 24 these gentleman and none of the men 25 they work with get jobs? Then they are</p>

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<p>1 going to have to keep looking for jobs 2 and they are going to have to be paying 3 more every time. 4 Is there going to be another 5 fare increase in the future where they 6 are promised more jobs if we raise the 7 fare and raise the tolls? Then what if 8 they don't get jobs that time? How are 9 we going to be able to continue doing 10 business as private citizens in the 11 long term I guess and it might take a 12 little bit more time to think about 13 that. 14 That's all I have to say. 15 MR. DE PALLO: Thank you. Next 16 speaker is Adela Rohena. 17 AN AUDIENCE MEMBER: (Through an 18 interpreter.) Thank you. Thank you 19 very much for the opportunity to speak 20 to you. 21 First, I'd like to know who 22 makes the decisions at the Port 23 Authority to raise the fares for the 24 trains? Is that you, sir? 25 MR. DE PALLO: We're not --</p>	<p>1 MR. DE PALLO: Thank you. 2 AN AUDIENCE MEMBER: I'd like to 3 say that I'm in support of the people 4 here who are out of work but also that 5 I'd like for you to take the message to 6 the person, this invisible person who 7 makes this decision that this is going 8 to affect thousands or millions of 9 people. 10 The other thing that I'd like to 11 say is I am not working at this moment 12 and I'm not going to be able to afford 13 visiting New York with this hike that 14 you are proposing. 15 I would also like to say that 16 the PATH trains stink. There's a 17 terrible smell and that the quality of 18 the service is very bad and that 19 everything is being computerized and 20 replacing human beings and commuters 21 and all there are computers and robots 22 and there aren't going to be jobs for 23 anybody. 24 I'd like to give the message to 25 Governor Chris Christie that this fare</p>
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<p>1 we're just taking comments today. 2 AN AUDIENCE MEMBER: Oh. Could 3 you have the courtesy of telling people 4 who is it that makes the decisions to 5 raise the fares on the trains? 6 MR. DE PALLO: We're just taking 7 comments. We are not answering 8 questions. 9 AN AUDIENCE MEMBER: I asked a 10 question and I believe that I need an 11 answer from you. 12 MR. DE PALLO: I'm sorry. I'm 13 not permitted to answer questions. 14 AN AUDIENCE MEMBER: SO who is 15 going to answer my question? 16 MR. DE PALLO: I can't answer 17 that question. I'm sorry. I 18 apologize. 19 AN AUDIENCE MEMBER: I would 20 like for you to take me to the person 21 who makes that decision the message 22 that for me and thousands of people in 23 my communities that are not in 24 agreement with the increasing of the 25 train hikes.</p>	<p>1 hike is affecting poor people and 2 causing us to live in misery and that 3 we're going to get back at him in the 4 next election. 5 Thank you. 6 MR. DE PALLO: Is there any 7 other person that is here that would 8 like to make a statement regarding a 9 proposed action? Is there anyone left? 10 Anyone else who would like to make a 11 statement? 12 We're going to take a short 13 recess for a few minutes. We do have 14 some other speakers. As we gather 15 those names give us a few minutes. 16 (Whereupon, a recess is taken.) 17 MR. DE PALLO: We have some 18 additional speakers. 19 Next speakers are Wael Elgawly. 20 AN AUDIENCE MEMBER: Good 21 morning. My name is Marcelo Idrovo. 22 I'm a member of the laborer's union. I 23 really am sympathetic with some of the 24 people here opposing this process but I 25 have to be clear also in my mind about</p>

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<p>1 the thousands of people out of work. 2 Just in our organization is 3 about 40 percent of the members 4 unemployed. If we are gonna succeed 5 throughout the State how many people is 6 out of work is unbelievable. I don't 7 think right now anybody can afford to 8 pay an extra dollar if I'm going to be 9 able to get a job and put food on my 10 table, if I'm going to be able to take 11 care of my kids at school. We can just 12 think about \$40 a month. Maybe it's 13 another year of school and I will take 14 care of my kids. That's what I have to 15 think about. It's about the working 16 family, the labor there, months waiting 17 to see if something happens. Hopefully 18 it is going to work through and see all 19 these members going back to work. 20 Thanks. 21 MR. DE PALLO: Next three are 22 Vincent Stiso, Wael Elgawly and Richard 23 Lavendar. 24 AN AUDIENCE MEMBER: Good 25 morning everybody. My name is Vincent</p>	<p>1 communities to create work for us and 2 I'm in support of everything that the 3 Port Authority does. 4 Thank you. 5 MR. DE PALLO: Next three 6 speakers are Wael Elgawly, Richard 7 Lavendar and Randy Bostick. 8 AN AUDIENCE MEMBER: Good 9 morning. My name is Wael Elgawly. I'm 10 here to support the toll increase. 11 From a local standpoint we need the 12 jobs. As far as plumbers, ironworkers, 13 carpenters, I've been a resident here 14 all my life since my family has 15 immigrated here from Egypt. This 16 affects me directly. 17 I go to the city. I know it's a 18 burden on the commuters, but we need it 19 done for us to be effective and compete 20 in this economic crisis. We need to 21 get this done. 22 Thank you very much. 23 MR. DE PALLO: Next three 24 speakers are Richard Lavendar, Randy 25 Bostick and Aaron Manning.</p>
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<p>1 Stiso. 2 First thing I want to say is 3 that the tolls the spikes of the 4 bridges is going to be a burden on 5 everybody. It's going to -- definitely 6 people that are working are going to 7 have to pretty much feel the brunt of 8 it. People that are not working they 9 are sitting on the couch and wishing 10 they were at work. Pretty much half 11 the room here isn't working, probably 12 more than half. 13 So I'm sure the people who are 14 working, they got a cousin or nephew, 15 brother, sister, who is not working as 16 well. I'm sure they can understand 17 where we're coming from as a 18 construction standpoint, union 19 standpoint and everything else, you 20 know what I mean? It's important we 21 get this done and pass this through. 22 There is not much work going on 23 obviously and actually I am in full 24 support of the Port Authority raising 25 tolls to make something happen for our</p>	<p>1 AN AUDIENCE MEMBER: Good 2 morning. First of all I'd like to say 3 Richard Lavendar, proud member of 325. 4 Make some noise. Iron workers working 5 class, I'm all about us guys going back 6 to work but after hearing both sides of 7 the argument 100 percent increase and 8 that's a lot. 9 Just remember, guys, these jobs 10 aren't permanent but \$15 going to 11 Manhattan is a lot. We are paying \$16 12 for cigarettes over there. You're 13 talking \$30 for a pack of smokes and 14 just to get to work? 15 I also drive a taxi between 16 layoffs and whatnot on Fridays, 17 Saturday nights, I'm going to be losing 18 lots of work. 19 It's not only about us going 20 back to work. There's been six toll 21 booths, every night I go into Manhattan 22 or at least twice. There's only two 23 for cash. It's horrendous. The cash 24 line is three things down and EZpass, 25 you know? My company doesn't give us</p>

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<p>1 an EZpass. I have to wait in that 2 line. Do you think you guys can do 3 something to improve the service of 4 this? 5 Thank you and hopefully we get 6 back to work guys. 7 MR. DE PALLO: Thank you. Randy 8 Bostick and Aaron Manning. 9 AN AUDIENCE MEMBER: My name is 10 Randy Bostick. I'm not a resident of 11 Hudson County but or Jersey City but I 12 live in Irvington, New Jersey. I've 13 been in the union now since '83 which 14 is 28 years and I'm 55. 15 As a result of this why I feel 16 I'm coming from my heart and not my 17 mind because I'm trying not to cry 18 because I'm hurting so bad because I 19 need this to be passed because I don't 20 have no unemployment. I don't even 21 have welfare. I'm on the mercy of this 22 program being approved because I burned 23 all my bridges. I can't go to my 24 sister and my family no more because I 25 owe them so much money that I can't</p>	<p>1 that's only because of the grace of God 2 to keep a roof over my head and that 3 one day of work I'm getting I got to 4 save it so that my landlord don't put 5 me out in the streets. 6 That's all I have to say. 7 MR. DE PALLO: Next is Aaron 8 Manning. 9 AN AUDIENCE MEMBER: Good 10 morning everyone. My name is Aaron 11 Manning, I'm here to support my Local 12 325. I've been in the unit for eight 13 years now. We all have families to 14 support. 15 We really need this movement to 16 go forward so that we can all be 17 blessed and take care of our families. 18 It's truly a tragedy when you 19 get on the site and working three or 20 four days. Most of the contractors 21 will keep you. Sometimes they don't. 22 We are working hard. We have a lot of 23 brothers in here and they put their 24 best foot forward. 25 I want to say when this goes</p>
Page 59	Page 61
<p>1 even remember. I have to write it 2 down. I can't even drive my van 3 because it's sitting in my door where I 4 live at. I owe my landlord \$2,100 now 5 and any given moment I can be evicted 6 and I got to go to court and I'll be 7 out on the street. I don't have money 8 to put my things in storage or to leave 9 or to go to Pennsylvania, go down south 10 with my brother. 11 That's why I need this program 12 to be approved because I understand 13 their needs as well as our needs and 14 what I'm going through now, you 15 couldn't even fathom what I'm going 16 through and if it wasn't for God in my 17 life I would have a nervous breakdown 18 because I haven't worked and I'm on the 19 mercy, borrowing from Peter to pay 20 Paul, borrowing from Gabriel to pay 21 John, borrowing from Luke, but I need 22 this to be approved because I need work 23 so bad that I'm on the mercy of begging 24 people and asking them to help me out 25 and I'm only working one day a week and</p>	<p>1 forward everybody that's in here that's 2 not working they really need to be on 3 these sites. If this bill goes forward 4 then we get the work. 5 I love you and thank you for 6 listening to me this morning and have a 7 blessed day each and every one of you. 8 Thank you. 9 MR. DE PALLO: If there's anyone 10 else present that would like to make a 11 statement? No one. 12 Let the record show that no one 13 has answered affirmatively to that 14 question. 15 The time is now 9:16 and this 16 morning's hearing is concluded. Thank 17 you very much and have a good day. 18 19 20 21 22 23 24 25</p>



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CERTIFICATE

I, LYNDIA COPLON, a Notary Public and  
Certified Shorthand Reporter of the  
State of New Jersey, License No.  
30X100111200, do hereby certify that  
the foregoing is a true and accurate  
transcript of the proceeding as taken  
stenographically by and before me at  
the time, place and on the date  
hereinbefore set forth.

I DO FURTHER CERTIFY that I am  
neither a relative nor employee nor  
attorney nor counsel of any of the  
parties to this action, and that I am  
neither a relative nor employee of such  
attorney or counsel, and that I am not  
financially interested in the action.

Notary Public of the State of New  
Jersey

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