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

JANE ROSE REPORTING  
Deborah L. Giugliano, Court Reporter

JANE ROSE REPORTING 1-800-825-3341

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1	Toll & Fare Hearing	1	18th Floor, New York, New York 10003 or
2	8/16/11	2	submitted online at <a href="http://www.panynj.info">www.panynj.info</a> .
3		3	The Port Authority's Board of
4	Introduction	4	commissioners will receive a copy of
5		5	today's transcript and any written
6	My name is Ernesto Butcher. I am	6	comments received prior to the deadline.
7	Chief Operating Officer at the Port	7	
8	Authority of New York and New Jersey and	8	Toll & Fare Presentation.
9	I will be serving as Hearing Officer for	9	
10	today's public comment meeting.	10	At this time, I will make a short
11	We ask that those of you with	11	opening statement explaining the Port
12	banners or signs, please move toward the	12	Authority's toll and fare proposal and
13	back of the room to avoid obstructing	13	why the Port Authority believes a toll
14	the views of other guests and for safety	14	and fare proposal is necessary. The
15	considerations.	15	toll and fare proposal under
16	The purpose of this hearing is to	16	consideration is as follows:
17	inform the public about the Port	17	
18	Authority's proposed toll and fare	18	Tolls for autos using E-ZPass on
19	increase on its interstate bridges and	19	the Port Authority's crossings to
20	tunnels and the PATH rail system and to	20	increase from \$6 to \$10 roundtrip for
21	solicit public comments on the proposal.	21	off-peak travel and from \$8 to \$12 in
22	To fully solicit comments from the	22	peak hours. An additional \$2 increase
23	public, the Port Authority is holding	23	during peak and off-peak hours will be
24	the most number of hearings it has ever	24	implemented in 2014.
25	held for a revenue proposal - eight over	25	
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1	the course of the day in locations	1	A cash toll surcharge of \$3 to
2	throughout New York and New Jersey, as	2	increase the cash rate from \$8 to \$15
3	well as one additional online hearing.	3	during the peak period of 2011 for the
4	To provide everyone who wishes to	4	25 percent of toll-payers who still use
5	speak with an adequate opportunity to be	5	the optional cash system, similar to the
6	heard, anyone who has not yet registered	6	MTA. The surcharge will increase by an
7	and who wants to provide comments at	7	additional \$2 in 2014.
8	this meeting must register with at the	8	
9	registration desk at the entrance to	9	Truck tolls per axle using
10	this room by 8:45 this morning.	10	E-ZPass off-peak to increase from \$7 to
11	Spanish translators are available	11	\$13 roundtrip and peak from \$8 to \$14,
12	for speakers who wish to deliver their	12	with an additional \$2 per-axle-increase
13	comments in Spanish. ASL interpretation	13	in 2014 for both off-peak and peak
14	is also available.	14	hours. A similar cash surcharge of \$3
15	General information and copies of	15	per axle will be applied to trucks in
16	the notice of today's hearing are	16	2011 that continue to use the optional
17	available at the registration table.	17	ash system with an additional \$2 per
18	All comments presented at this hearing	18	axle in 2014.
19	and those submitted and received by 7:00	19	
20	p.m. on August 16, 2011 will be accepted	20	There will be no toll increase in
21	by the Port Authority in its	21	2011 on trucks that cross during the
22	consideration of the actions that are	22	overnight discount period and the Port
23	the subject of this hearing. Written	23	Authority will expand this overnight
24	statements should be sent to Public	24	period an extra two hours each weekday
25	Hearing Comments, 225 Park Avenue South,	25	night from 10 p.m. to 6 a.m. (previously

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<p>1 midnight to 6 a.m.)</p> <p>2</p> <p>3 Fully preserving the Staten</p> <p>4 Island Bridge "Discount Plan" for</p> <p>5 E-ZPass users, giving these frequent</p> <p>6 users a 50 percent toll discount on the</p> <p>7 peak E-ZPass toll.</p> <p>8</p> <p>9 In addition, qualified energy</p> <p>10 efficient vehicles with GreenPasses will</p> <p>11 see no toll increase during off-peak</p> <p>12 hours in 2011, and the car-poolers</p> <p>13 discount rate is preserved in 2011 with</p> <p>14 a 50 percent discount of the E-ZPass</p> <p>15 peak hour rate. Both GreenPasses and</p> <p>16 car-poolers would see a \$2 increase in</p> <p>17 2014.</p> <p>18</p> <p>19 The base PATH fare would increase</p> <p>20 from \$1.75 to \$2.75 in 2011, with the</p> <p>21 average fare increasing to \$2.10 from</p> <p>22 \$1.30 given the steep 25 percent</p> <p>23 discount, which will be fully preserved.</p> <p>24 The 30-day unlimited pass will increase</p> <p>25 to \$89 from \$54.</p>	<p>1 operating expenses at zero-growth for</p> <p>2 three consecutive years; and cutting</p> <p>3 agency head count to the lowest levels</p> <p>4 in 40 years - an 11% reduction of</p> <p>5 non-police staff in the last five years.</p> <p>6</p> <p>7 The Port Authority does not</p> <p>8 receive tax revenue, making its toll and</p> <p>9 fare structure the primary way to fund</p> <p>10 the region's critical interstate</p> <p>11 transportation network. At this point,</p> <p>12 after a multi-year effort to control</p> <p>13 spending in recognition of declining</p> <p>14 capital capacity, failure to act risks</p> <p>15 240 critical infrastructure projects and</p> <p>16 thousands of jobs, and will prevent the</p> <p>17 largest overhaul of the agency's aging</p> <p>18 facilities in its 90-year history.</p> <p>19</p> <p>20 Projects contingent on the</p> <p>21 proposed toll/fare plan include:</p> <p>22</p> <p>23 The first replacement of all 592</p> <p>24 suspender ropes at the 80-year old</p> <p>25 George Washington Bridge, the world's</p>
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<p>1</p> <p>2 The proposed toll and fare</p> <p>3 increase will fully fund a new \$33</p> <p>4 billion ten-year plan, which will</p> <p>5 generate over 167,000 jobs.</p> <p>6</p> <p>7 This toll and fare proposal is</p> <p>8 necessary because the Port Authority is</p> <p>9 facing three unprecedented challenges at</p> <p>10 once - (1) an historic economic</p> <p>11 recession that has sharply decreased</p> <p>12 revenue below projections, (2) more than</p> <p>13 \$6 billion in security costs since 9/11,</p> <p>14 which have more than tripled from</p> <p>15 pre-9/11 security costs, and (3) the</p> <p>16 cost of the rebuilding of the WTC, which</p> <p>17 is now estimated at \$11 billion.</p> <p>18</p> <p>19 The proposal comes only after the</p> <p>20 Port Authority initiated an aggressive</p> <p>21 cost-cutting plan started in 2008 to</p> <p>22 manage its resources as the impact of</p> <p>23 the economic recession became clear:</p> <p>24 cutting \$5 billion in capital projects</p> <p>25 and deferring billions more; holding</p>	<p>1 busiest crossing, joining other</p> <p>2 suspension bridges like the Gold Gate</p> <p>3 and RFK, which have already replace</p> <p>4 theirs.</p> <p>5</p> <p>6 The replacement of the Lincoln</p> <p>7 Tunnel Helix. It will require major</p> <p>8 lane closures and load restrictions if</p> <p>9 not replaced.</p> <p>10</p> <p>11 The raising of the Bayonne</p> <p>12 Bridge, which will solve the current</p> <p>13 clearance problem, preventing the</p> <p>14 post-PANAMAX ships from accessing key</p> <p>15 ports.</p> <p>16</p> <p>17 Significant security investments</p> <p>18 at the region's airports, including the</p> <p>19 installation of security barriers.</p> <p>20</p> <p>21 Complete replacement of 340 PATH</p> <p>22 cars, replace the 100-year old signal</p> <p>23 system and duct bank network, upgrade</p> <p>24 PATH security with tunnel hardening and</p> <p>25 flood mitigation measures, and</p>

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<p>1 rehabilitate the system's aging 2 stations.</p> <p>3 4 Public Comment Portion</p> <p>5 6 We will now begin the public 7 comment portion of this hearing.</p> <p>8 9 In order to give everyone an 10 opportunity to speak, we require that 11 speakers keep their oral presentation to 12 no more than 3 minutes. Please note 13 that a timer is placed on the table in 14 the front of the room and will count 15 down the three minutes. We remind you 16 to be considerate of other speakers and 17 conclude in a timely fashion.</p> <p>18 19 I will call the names of those 20 who have pre-registered and are here to 21 speak. I will read the name of the 22 person who is first and two names on a 23 list that follow so that everyone will 24 be aware of the order in which they will 25 be speaking.</p>	<p>1 determination.</p> <p>2 3 Now I will call the first three 4 names. First person is William Smith 5 followed by Charles Renquist and Matthew 6 Tutone.</p> <p>7 SPEAKER 1: 8 Good morning. Good morning, my 9 name is William Smith, I'm a district 10 director for Congressman Michael, who as 11 you know represents Staten Island and 12 part of Brooklyn in Congress.</p> <p>13 The Congressman sends his 14 apologies for not being here personally, 15 but he is currently oversees on a 16 foreign policy trip to Israel.</p> <p>17 First we would like to thank you 18 for adding a second public hearing 19 tonight.</p> <p>20 The Congressman asked me to state 21 with you today to express his concern, 22 if not outright disgust with the Port 23 Authority's plan to increase its toll 24 which include three bridges here on 25 Staten Island and our only link to the</p>
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<p>1 2 When it is a person's turn to 3 speak, that person should use the 4 microphone available. When you come 5 forward to offer comments, I ask if you 6 identity yourself, to give your name and 7 organizational affiliation, if 8 appropriate for the record.</p> <p>9 10 If you have a written version of 11 your comments, please provide them to 12 the staff at the registration table at 13 the entrance to the room so that the 14 comments can be included in the final 15 transcript of the proceedings.</p> <p>16 17 Finally, we remind you that the 18 purpose of this hearing is to afford you 19 an opportunity to make statements and 20 comments about the proposed toll and 21 fare increase. This is not a questions 22 and answer session. It is an 23 opportunity for you to present your 24 views so that the Port Authority can 25 consider them in making any final</p>	<p>1 continental United States to the record 2 \$12 and up to \$14 in 2014. For those 3 paying cash, this will go to an 4 outstanding \$17 in 2014.</p> <p>5 Staten Island is the only borough 6 in The City of New York that is 7 restricted solely to bridge use in order 8 to get out in and out of the borough by 9 car. Therefor, this toll hike affects 10 no one more in New York and New Jersey 11 than the residents in Staten Island.</p> <p>12 In fact, a simple 10 mile trip 13 from Elizabeth, New Jersey at the foot 14 of the Goethels Bridge to Bayridge, 15 Brooklyn a the foot of the Verrazano 16 Bridge will cost \$28 in cash if this 17 proposal goes through in 2011. \$28 18 payable to the MTA and Port Authority 19 across Staten Island yet a driver can 20 travel 120 miles from Bayridge to 21 Montauk, Long Island without a single 22 toll.</p> <p>23 A person from New Jersey has 24 three options to drive 157 miles from 25 the Goethels Bridge to the Southern Tip</p>

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1	of Cape May without a single toll.	1	bankruptcy.
2	Since this plan was announced,	2	Since that time, Staten Island
3	four constituents from homeowners to	3	commuters have been saddled with picking
4	small business owners have reached out	4	up the tab for Manhattan and New Jersey
5	to the congressman's office to express	5	riders.
6	their concern on how this increase for	6	According to the College of
7	them to leave Staten Island.	7	Staten Island study, during that entire
8	This has become the last straw	8	time period, the Staten Island crossings
9	for many Staten Island residents, both	9	were charged 4.8 billion dollars by the
10	sisters, parents or other family	10	Port Authority.
11	members.	11	Now 40 years later, it's time for
12	Just the other day, our office	12	the Port Authority to reevaluate and
13	received a phone call from a senior	13	stop placing this burden on Staten
14	citizen who quoted "that her trips to	14	Island. It is time to stop treating
15	New Jersey to see friends for lunch are	15	Staten Islanders as an ATM for the
16	long gone." When you couple these tolls	16	Metropolitan region. Thank you for
17	along with high property taxes and	17	listening.
18	burdens and restrictions here, here in	18	SPEAKER 2:
19	New York, these Staten Island residents	19	Your killing us. Thank you. I
20	are giving considerable thought to	20	don't know how the Port Authority came
21	leaving the state for less burdensome,	21	to this exact toll hike proposal, but I
22	less restrictive communities.	22	do want to have the opportunity to speak
23	Staten Islanders are making	23	about the big picture what is happening
24	statements saying "Staten Island is	24	here on Staten Island.
25	closed for business."	25	The Arthur Kill Correctional
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1	The Port Authority along with the	1	Facility, a prison here on Staten Island
2	MTA, state and local government have	2	is scheduled to close by the end of this
3	failed to provide Staten Island with	3	year. Meaning Staten Island will be
4	realistic transportation options.	4	losing 1000 jobs.
5	For years the borough has been	5	As far as mortgage foreclosures
6	soured with subsidizing through its	6	go, Staten Island is pretty much ground
7	payments of tolls, the New Jersey to	7	zero with nearly 400 foreclosures being
8	Manhattan PATH train.	8	filed almost every six months. We have
9	The PATH which currently costs us	9	people who use to keep our food banks
10	a New York City subway ride is scheduled	10	going. People who used to run the food
11	to run a \$173 million dollar deficit	11	banks, they are now clients of the food
12	this year, which doesn't even include a	12	banks.
13	\$400 million dollar capital budget for	13	Interest rates are about to go up
14	2011.	14	so small business on Staten Island can't
15	Staten Island ridership of this	15	get the loans hey need to improve or
16	line is virtually nonexistent. Why	16	expand. Quite frankly, life on Staten
17	should Staten Island who do not utilize	17	Island is becoming unsustainable. It is
18	this New Jersey, Manhattan public	18	virtually impossible to pursue happiness
19	utility be burdened with its tab.	19	here on Staten Island.
20	It should be noted that in the	20	These toll hikes, I know many
21	late 1960's as a concession for New	21	labor organizations believe they will
22	Jersey permission to build the World	22	create jobs and I hope that they do.
23	Trade Center, the Port Authority took	23	And I certainly recognize and
24	over the PATH from the Hudson and the	24	acknowledge that many of the capital
25	Manhattan Railroad, which ended in	25	improvements that the Port Authority are

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<p>1 looking to make, particularly in the 2 raising of the Bayonne Bridge, however, 3 making it impossible to live on Staten 4 Island with these toll hikes is not the 5 solution. Making the Port Authority 6 work and even more profitable on the 7 backs of hard working Staten Islanders 8 is not a real solution. 9 In fact, it is an impediment. It 10 is going to kill us. It is once again, 11 I have to say, it is making life 12 impossible on Staten Island. 13 And I just hope that you will 14 reconsider these hikes and leave Staten 15 Islanders alone. Bring us to the table, 16 we have many great ideas. One of 17 greatest ideas is a bus route. Bring a 18 bus route into Bayonne. The S89 bus 19 route is one of the most successful bus 20 routes in Staten Island as well as the 21 MTA, and that is a great idea. 22 Something we came up with. That is our 23 idea. Maybe the MTA listens. The Port 24 Authority must listen to us. Bring us 25 to the table.</p>	<p>1 2 Our economy is dependent on 3 transportation, on the network of 4 bridges and tunnels that make commerce 5 possible and we must invest in them 6 before it's too late. In 2007 a bridge 7 collapsed in Minnesota causing death and 8 injury and striking a crippling blow to 9 the Minnesota economy. Our own George 10 Washington Bridge is in desperate need 11 of cable replacements and as New Yorkers 12 we have to make sure that we do what we 13 need to fund that repair. 14 I believe that the port 15 Authority's toll increase plan is a fair 16 response to an unprecedented financial 17 situation. The recession alone has cost 18 the Port Authority \$2.6 billion in lost 19 revenue coupled with the \$18 billion 20 cost the September 11th attacks have 21 exacted through rebuilding and increased 22 security needs. I use the roads, 23 bridges and tunnels built and maintained 24 by the Port Authority. I am willing to 25 pay my share to insure that those roads,</p>
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<p>1 We have recognized that there are 2 certain projections that have to be 3 done. Work with us, not against us. 4 Thank you. 5 SPEAKER 3: 6 My name is Chaz Rynkiewicz and I 7 am the Assistant Director of Market 8 Development for Laborers' Local 79 and a 9 proud New York City Laborer. 10 I'm here today to speak in favor 11 of the Port Authority Proposal. I lived 12 on Staten Island for over a decade and 13 know what a challenge it is to have to 14 pay tolls to get in and out of the city 15 or New Jersey. But I also know the 16 importance of investing in the future of 17 our City. 18 We live in a global economy with 19 jobs being outsourced and the middle 20 class increasingly feeling economic 21 insecurity. The jobs provided by this 22 capital plan will put food on the table 23 for 185,633 people in our communities. 24 These middle class jobs will spur growth 25 for everyone in our region.</p>	<p>1 bridges and tunnels are efficient and 2 safe. Thank you. 3 SPEAKER 4: 4 Good morning, my name is Michael 5 McGuire and I am the Director of the 6 Mason Tenders' District Council of 7 Greater New York and Long Island 8 Political Action Committee. The Mason 9 Tender's District Council is comprised 10 of more than 15,000 members in six local 11 unions of the Eastern Region for the 12 Laborers' International union of North 13 America. These locals represent men and 14 women working throughout the five 15 boroughs and Long Island as building 16 construction laborers, mason tenders, 17 plasterer's helpers, office and 18 professional personnel, demolition 19 workers, recycling plant employees, high 20 school teachers and asbestos and 21 hazardous material abatement laborers. 22 Nobody wants to pay more for 23 everyday activities, but there's also no 24 such thing as a free lunch. While the 25 proposed toll hikes on the trans-Hudson</p>

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<p>1 bridges and tunnels under the Port 2 Authority's control are steep, they are 3 necessary for important and significant 4 infrastructure maintenance and 5 improvements. 6 The Port Authority has been 7 stricken by vast expenses for acts that 8 were out of their control: Two were 9 particularly financially painful: The 10 current recession and the attacks on the 11 World Trade Center. These two events 12 alone cost the Port Authority more than 13 \$20 billion. \$2.6 billion was lost due 14 to the decrease in users during the 15 recession, a \$12 billion investment was 16 necessary to rebuild the World Trade 17 Center, and \$6 billion went to increased 18 security costs following the September 19 11th attacks. 20 In the face of these 21 unprecedented expenses and shortfalls, 22 the Port Authority cut \$5 billion in 23 spending, held operating costs flat for 24 three years and cut employee head counts 25 by 200, bring them to the lowest level</p>	<p>1 approximately 106 million vehicles per 2 year, making it the world's busiest 3 motor vehicle bridge. Further, a fully 4 loaded tractor trailer causes as much 5 damage to roadway surfaces as nearly 6 10,000 passenger cars. A recent truck 7 weight survey at the GWB indicated that 8 17% of the 1,000,000 trucks that cross 9 the bridge annually were over the bridge 10 weight limit of 80,000 pounds. 11 Additionally, security needs grow 12 each day. The Port Authority has spent 13 nearly \$6 billion since 2001 - a 180% 14 increase - on security. Security costs 15 are expected to grow by billions over 16 the next 10 years, and as was recently 17 evidenced by the dysfunction in 18 Washington, we can not count on the 19 federal government for any help on that 20 front. 21 Replacement of the Lincoln Tunnel 22 helix is another absolutely necessary 23 maintenance project. It is the only 24 option if we want to prevent long-term 25 lane closures and delay. If this step</p>
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<p>1 in 40 years. 2 While all that is well and good, 3 critical maintenance must still be 4 performed. I don't think there would be 5 an argument from anyone that the 6 rebuilding of the World Trade Center in 7 the face of those terrible terrorist 8 attacks ten years ago should continue to 9 be a priority, but we would argue that 10 the critical maintenance should be just 11 as high a priority. 12 The critical maintenance projects 13 are as much about public safety as 14 efficiency. A prime example of this is 15 the George Washington Bridge suspender 16 ropes. They have never been replaced 17 since the bridge opened in 1931. Other 18 similar yet younger bridges, such as the 19 Gold Gate (1937) and the Triborough/RFK 20 (1938), have already replaced all of 21 their ropes at least once. 22 This is despite the fact that the 23 George Washington Bridge has the 24 greatest vehicular capacity of any 25 bridge in the world, carrying</p>	<p>1 isn't undertaken, studies show delays 2 increasing to approximately 45 minutes 3 during peak hours. 4 Also the Port Authority Bus 5 terminal is seriously lacking in staging 6 capacity and parking spaces. This 7 forces as many as 1,400 empty buses to 8 unnecessarily return empty to New 9 Jersey, increasing congestion, causing 10 delays for customers and even more wear 11 and tear on the roadways. 12 The Port Authority does not 13 receive tax dollars and failure to raise 14 revenues would result in the closure of 15 240 critical transportation and 16 infrastructure projects such as the GWB 17 Suspender replacements. This would 18 cause the immediate loss of 3,900 jobs 19 and \$438 million in lost investment in 20 2011 alone. 21 Infrastructure improvements 22 provide perhaps the best return on the 23 dollar for the public good. The new \$33 24 billion capital program will generate 25 185,633 jobs, \$10.8 billion in wages and</p>

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<p>1 \$42.7 billion in sales within the 2 17-county New York/New Jersey Port 3 District. In these hard economic times, 4 these are numbers we can not turn our 5 backs on. 6 The Mason Tenders' District 7 Council fully supports the proposed 8 necessary Port Authority toll increases. 9 We urge you to do the same. 10 SPEAKER 5: 11 Good morning, I would like to 12 thank the PA for this opportunity to 13 testify on the proposed toll increase. 14 I also want to make mention, I 15 appreciate the fact that the PA 16 re-thought their position and added an 17 additional hearing time, one that more 18 working Staten Islander's can attend. 19 It is unfortunate that we find 20 ourselves in a position where once again 21 we are discussing another toll or fee 22 increase. This one is slightly 23 different; usually it is about a fare 24 increase and service cuts regarding the 25 MTA, but never the less, here we are</p>	<p>1 bridge, it must be replaced, and we 2 support the PA plan for the replacement 3 of the bridge, as well as improvements 4 for the Outerbridge crossing. 5 Off Staten Island, the Lincoln 6 Tunnel Helix needs serious repair work, 7 and the cables on the George Washington 8 Bridge much be replaced as they have 9 reached their good standard age limit. 10 Funds for projects as massive as 11 these are usually supplemented by 12 federal funds. Interstate crossings 13 such as bridges and tunnels are 14 traditionally majority Federal Highway 15 Administration initiatives. 16 Hey Washington, you want to put 17 people back to work in this Country, 18 well we need two bridges built right 19 here on Staten Island and they both go 20 Somewhere! 21 However, the recent debt and 22 deficit reduction debacles, as well as 23 the economic downturn have hamstrung the 24 federal government's ability to 25 subsidize these improvements. So you</p>
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<p>1 again trying to stem the tide of 2 increasing costs to area residents. 3 While the PA has a better 4 reputation than the MTA when it comes to 5 issues such as these, we still much 6 examine how we got to this point and 7 where are we going. We owe the tax 8 payers at least that much. 9 We are all aware of the 10 challenges that face the PA, we also 11 know that their capital improvements 12 will be a boom for the construction 13 industry and for out of work carpenters 14 and other trades. What is not known is 15 what the best way to pay for these 16 projects. 17 In order to maintain and expand 18 the economic viability of New York 19 Harbor and stay competitive with the 20 East Coast Ports of Halifax, Baltimore 21 and Miami; Ports that can already 22 accommodate the super-panamax ships; the 23 Bayonne Bridge must be raised. 24 The Goethals is by most 25 standards, an ancient and substandard</p>	<p>1 are left with two options, raise tolls, 2 or increase non-toll revenue. 3 There is non-toll revenue out 4 there, the Massachusetts Turnpike 5 recently auctioned off the windows of 6 their toll booths for advertisements, in 7 Florida every state toll booth serves as 8 an anchor for a billboard. Sell naming 9 rights for bridges and tunnels, or 10 property you own adjacent to these 11 facilities it can all go towards monies 12 that can offset what is essentially a 13 one-time rebuild cost. 14 Now I would like to as the 15 members, were any non-toll revenue 16 enhancers like these discussed? 17 And, what are you offering to the 18 people who will carry the majority of 19 this toll burden? Better Service? 20 Light rail, for instance, if not now, 21 when? You're expanding the approaches 22 to the bridge another 650 feet on both 23 sides; the Hudson Bergen Light Rail 24 terminus is 500 feet from the base of 25 the Bridge. The Construction will</p>



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<p>1 literally and figuratively pass by the 2 Hudson Bergen Light Rail. 3 Bring that light rail even one 4 stop on this side of the bridge to Elm 5 Park; let us worry about getting federal 6 funds to get the light rail down the 7 west shore. 8 But even one stop would transform 9 Staten Island, connect us to the 10 mainland, and create a "Northwest 11 Passage" to Manhattan. 12 The former commercial hubs of Elm 13 Park and Port Richmond would be 14 rejuvenated; the College of Staten 15 Island would become an even greater 16 regional powerhouse of higher learning; 17 with mass transit access to north Jersey 18 and Manhattan. I am sure guest 19 lecturers, students and internships 20 would be more available then they are 21 now. 22 But no planned light rail. Just 23 toll increases. 24 Are you working with the MTA to 25 expand bus routes like the S55 to</p>	<p>1 these projects at the current fare 2 levels (point to charts) the two 3 projects would be paid off in 20 years. 4 The MTA gives Richmond County 5 residents a 53% discount on the 6 Verranzano Bridge. 7 Currently the PA offers a more 8 convoluted discount program to 9 Islander's, 20 trips over a span or 10 tunnel in 35 days, it is confusing, it 11 doesn't help those people only going 12 over the bridges to shop, visit family, 13 vacation, etc.. 14 That is when you know we are in a 15 crazy situation, and I cannot believe 16 this sentence is about to come out of my 17 mouth...the MTA does a better job. 18 Then there is a law of 19 diminishing returns, according to the 20 PA's own number's an 11% decrease in 21 tolls was collected in the last year on 22 PA bridges, keep jacking up the toll, 23 people will not venture to New Jersey or 24 move there, so less toll revenue. The 25 PA has reached the point of no return</p>
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<p>1 Rahway, New Jersey to Metro Park the S53 2 and S66 over the Bayonne Bridge to the 3 Hudson Bergen Light Rail? No cross 4 bridge mass transit, just toll 5 increases. 6 According to the 2010 census: 7 15,000 Islanders worked every weekday in 8 Hudson or Bergen County. They have no 9 alternative but to pay this. 10 According to a report by Thomas 11 Brigandi, advised by CSI's own Dr. 12 Jonathan Peters, in a report titled 13 Abstract Monopolistic Control of 14 Bridges, using the CUNY High Performance 15 Computing Facility at the College of 16 Staten Island and the PA's own data, 17 this report states that since the Staten 18 Island bridges became profitable in 19 1968, they have provided the PA with 20 \$4.8 billion, with a "B" in revenue, 21 roughly \$125 million a year, where is 22 that money going? Certainly not to the 23 replacement of the Goethals and the 24 raising of the Bayonne Bridge. If the 25 will existed the PA could self fund</p>	<p>1 with this double phase hike and will 2 collect less money in the long run. 3 Assemblyman Michael Cusick and I 4 have proposed a three step solution: 5 First, the Port Authority should 6 offer a permanent fifty percent discount 7 for all Staten Island residents with no 8 distinction make for hours of travel; 9 this would put the Port Authority's rate 10 in line with the current policy of the 11 Metropolitan Transit Authority, which 12 operates the Verranzano-Narrows Bridge. 13 Secondly, we encourage the Port 14 Authority to offer a discount to 15 businesses on Staten Island in an effort 16 to hedge the current competitive 17 disadvantage created by the tolls. 18 Finally, we commend that thi 19 discount be set as a percentage of the 20 current rates as opposed to the 21 increased fares. Thank you. 22 SPEAKER 6: 23 Good morning, my name is Rubin 24 Colon, I'm a representative for the 25 District Counsel of Carpenters, New York</p>

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<p>1 City, proud member, 10,000 member union. 2 We stand with labor and saying that we 3 support the proposal. 4 I'm a life long resident of 5 Brooklyn. I have family here in Staten 6 Island, I have family in Jersey, I pay 7 tolls. I am prepared to pay the extra 8 tolls on behalf of workers. We need the 9 jobs. We need the jobs. Our members 10 cannot pay their mortgages. They can 11 not pay their rent. There is no use in 12 staying in New York if we can not afford 13 to live here. We need jobs. The 14 proposal is going to create jobs. We 15 need jobs, our brothers and sisters of 16 carpenters. Thank you, sir. 17 SPEAKER 7: 18 Debbie Rhodes. Good morning. 19 Usually I say good morning and welcome 20 to the officials that are here 21 officiating. This morning I don't feel 22 like that. Because I don't think that 23 this is a welcome situation. It's not 24 because it is 8:00 in the morning. It 25 is not because it is raining, it is not</p>	<p>1 that this proposed toll hike is being 2 perceived as a battle between residents 3 and special laborers. We are pitting 4 people who need jobs against people who 5 need to get to their jobs and that's not 6 fair. 7 You know, I don't know if this is 8 the typical budget dance where you 9 propose something that is so outrageous 10 and outlandish as a 50 percent increase 11 because you are really aiming to get 12 something less. And if that is the 13 case, I say shame on you. Why put us 14 through that level of dance? Why not 15 consider the fact that we have no other 16 options to get off of this island, so 17 why not consider a discounted rate for 18 peak and off peak fares for all Staten 19 Islanders and for businesses? 20 It comes to the point where no 21 one wants to see people out of work. I 22 am on record as supporting the PA's 23 capital projects because there will not 24 only increase our transportation network 25 but it will put people back to work.</p>
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<p>1 because I'm on vacation, but it is 2 because I think the PA is disingenuous 3 in having this meeting at 8 a.m. this 4 morning at this location. 5 You know I am here to support by 6 fellow Staten Islanders and my 7 constituents. I want to thank my fellow 8 elected officials for insisting that a 9 hearing be held later in the day when 10 people who are working could come before 11 this body to express their feelings 12 about those proposed toll hikes. 13 So I want to briefly say because 14 I have a prepared statement at the 15 evening hearing, but I want to say once 16 again Staten Islanders are being held 17 hostage to the demands of the PA without 18 no choice but to pay the ransom. 19 I don't know if it has become 20 obvious to anyone yet, but we live on an 21 island, we have no way to get on or off. 22 Our outsiders are somewhat limited, so to 23 propose a 50 percent toll increase is an 24 undue burden on our residents. 25 I also think that it's a travesty</p>	<p>1 But you cannot do it at the cost of 2 costing business people from getting to 3 work. 4 So I'm asking that you 5 reconsider. Listen to Senator Savino 6 and Cusick's plan and it makes sense, it 7 is logical, and it will not hurt the 8 residents and the businesses on Staten 9 Island, and no one can afford to suffer. 10 And I understand that 11 infrastructure is so important, but it 12 is the federal government that would 13 invest the dollars in infrastructure. 14 It not only puts people to work but it 15 will also improve our transportation 16 network. 17 So I say thank you for everyone 18 who came here to voice their opinion, 19 and if in fact you do not propose a 20 decrease in this fare hike, if you do 21 not in fact propose to discount the 22 fares for Staten Island residents and 23 for businesses, then I will be prepared 24 to write to Governors Christie and Cuomo 25 to veto the toll hike. Thank you.</p>

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1	SPEAKER 8:	1	economic pinch. Failure to generate new
2	Good morning, my name is Pawel	2	revenue will result in the immediate
3	Gruchaz, and I am the Secretary	3	loss of 3,900 good-paying construction
4	Treasurer of Laborers Local 78.	4	jobs and stop the 240 critical
5	While personally I wince at	5	transportation and infrastructure
6	having to pay more each time I use the	6	projects i referred to earlier.
7	bridges or tunnels, I understand the	7	Among the projects that would be
8	need for this increase and support the	8	stalled is the replacement of the
9	investments in infrastructure it will	9	Lincoln Tunnel Helix, which is showing
10	fund, I also think it is high time we	10	its age under the strain of 65,000
11	complete the work at the World Trade	11	vehicles daily. Also showing their age
12	Center site.	12	are the 80 year old suspender ropes on
13	The Port Authority of New York	13	the George Washington Bridge, which have
14	and New Jersey is a vast complicated	14	never been replaced. I don't want to
15	network of arteries...bridges, tunnels,	15	predict eminent disaster but we've all
16	airports, marine terminals and ports.	16	heard an ounce of prevention is worth a
17	In essence the Port Authority manages	17	pound of cure, Without replacement, we
18	and maintains what could be construed as	18	are looking at long-term lane closures
19	the veins of the NYC metropolitan area.	19	and vehicle restrictions resulting in
20	The flow of people and goods, the	20	increased delays. Anyone who commutes
21	lifeblood of a competitive economy,	21	via the Lincoln Tunnel of the GWB knows
22	travels through the portals operated by	22	that traffic is already too often a slow
23	the Port Authority. I think all would	23	and steady crawl at best. Commuters and
24	agree we need the flow to grow.	24	those whose business relies on trucking
25	In order to grow, we must find	25	to move goods do not have time for
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1	the funding for large scale capital	1	further delays.
2	investment. We need to put people to	2	Speaking of further delays, isn't
3	work and we need to repair or replace	3	it time work is completed at the World
4	those pieces of infrastructure that are	4	Trade Center Site? We are approaching
5	old or failing. The Port Authority has	5	the 10 year anniversary of that terrible
6	identified 240 such projects and has	6	attack and still the Freedom O=Tower is
7	proposed that an increase to the tolls	7	years from completion, I realize it may
8	and PATH fare are required to fund them.	8	be tempting to some to say if there is
9	As I said earlier, I wince at the	9	no funding, let's pull the plug on this
10	thought of a toll hike, but then again,	10	project. However, that would be a bad
11	I shudder at the hopeless state of our	11	idea for several reasons. Firstly, the
12	economy. If a moderate increase in	12	world is watching. We need to finish
13	tolls and fares, and I am hopeful that	13	this symbolic project to show that New
14	there is room to negotiate down a bit	14	York came through on its commitment to
15	from what has been proposed will create	15	rebuild at the site. Second, only when
16	jobs, improve our bridges and tunnels	16	the Tower is complete can the Port
17	and transportation networks and thereby	17	Authority start to collect rent which
18	increase economic competitiveness, I am	18	will generate revenue. It is this
19	willing to pony up to give the economy a	19	revenue that may prevent another toll
20	kick.	20	and fare increase for years to come.
21	It is my understanding that the	21	The proposed increases fund an
22	Port Authority has done some	22	ambitious \$33 billion capital program
23	belt-tightening to make up for lost	23	that will create 185,633 much-needed
24	revenue and escalating costs. Despite	24	jobs, generate \$10.8 billion in wages
25	that, the agency, too, is feeling the	25	and effect \$42.7 billion in sales within

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<p>1 the 17 county New York/New Jersey port 2 district. Studies have shown that 3 investment in infrastructure 4 improvements provide an excellent return 5 on the dollar for the public, with wages 6 and sales going directly to stimulate 7 the economy. If approved, this will be 8 only the fourth toll and fare increase 9 in the last 20 years. It comes at a 10 rough time, but it is a needed 11 investment in the transportation 12 infrastructure that keeps New York and 13 New Jersey working. I support the Port 14 Authority's toll and fare hike proposal 15 and urge you to do the same. Thank you.</p> <p>16 SPEAKER 9: 17 First of all, thank you to the 18 Port Authority that decided to add a 19 second hearing for this proposal so 20 people will have the opportunity to 21 share their insight and by moving the 22 hearing to the evening. 23 The Port Authority has 24 acknowledged the value of this hearing. 25 As a representative of the Staten Island</p>	<p>1 the Port Authority bridge in a 35 day 2 span to qualify for a discount. In 3 contrast the MTA affords Staten 4 Islanders 54% discount. 5 New York is in the middle of 6 philosophical shift in the way we view 7 our government's role in our daily 8 lives. 9 My generation with no option but 10 to leave New York for a less expensive 11 state, and an affordable place to live 12 and start a family. These are the 13 pressing issues government must address. 14 The Port Authority's proposal is 15 tragically off course. 16 I know I speak for all the 17 elective officials here today when I say 18 that we not only want the Port Authority 19 to be part of this plan but we need the 20 Port Authority to work with us if we are 21 going to validate Staten Island and New 22 York and reclaim our title as the Empire 23 State. 24 I would like to offer my 25 assistance in working with the Port</p>
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<p>1 and a member of the assembly committee 2 on Transportation appropriations 3 authority, I am here today to express my 4 concern that these measures will drive 5 costs through the roof and be a problem 6 that is already facing the other 7 boroughs of New York. 8 Here on Staten Island businesses 9 have difficulty attracting customers, 10 trying to get to work all through the 11 excessive tolling and traveling fees. 12 As you know Staten Island is the 13 only place in New York which you have no 14 choice but to pay a toll to travel in 15 and out of our borough. A 50 percent 16 increase in the bridge toll is nothing 17 short of outrageous. It will my 18 constituents especially hard for people 19 already struggling very hard to afford 20 the inexplicitly high charge for the 21 Verrazano-Narrows Bridge. Raising the 22 bridge toll to \$12 will only add to this 23 burden. 24 In addition, current Port 25 Authority policy requires 20 trips over</p>	<p>1 Authority to increase efficiency, lower 2 operation cost and identify alternative 3 sources of revenue. 4 During the fiscal crisis, 5 government should find other ways to 6 operate within their budget. Thank you.</p> <p>7 SPEAKER 9: 8 Thank you very much. Thank you 9 for being here. And most importantly, 10 thank you for putting together the 11 second meeting with my constituents most 12 of whom are in Manhattan right now. 13 In talking with my constituents 14 on Facebook yesterday, they wanted me to 15 convey the difficulty in their daily 16 lives now. A Staten Island commuter 17 discount over and the car pool discount 18 and a lot of my constituents, myself 19 included because if you are a family, 20 you can throw everybody in the car and 21 get a discount for the bridges. Those 22 going up are particular concern for my 23 constituents. Staten Island are 24 compelled to uses bridges. We 25 understand too well. We cannot get on</p>

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<p>1 or off without paying a fee. Whereas in 2 Brooklyn, you can find all the routes as 3 you can in New Jersey. That is not to 4 say the faults premise here is being 5 spoken of the desire for reconstruction 6 and construction of new bridges, just 7 opposed to toll increases. I dismiss 8 that out of hand. I think we can do 9 both should we put our nose to the 10 grindstone and find out the alternative 11 ways that we can achieve all the 12 revenues needed. 13 Things like this, which when I 14 was a child, which was out of business. 15 The bridge I went over was the train 16 bridge with the cargo and it was 17 delapidated and defunct. And now it is 18 back. It is thriving. The port is 19 doing well, the people who are servicing 20 it are doing well, and the Port 21 Authority in turn is doing well. 22 Let that continue to be the 23 trend. The World Trade Center site 24 construction. And let's see the 25 necessary construction of the Bayonne</p>	<p>1 appropriate way to go just to the extent 2 that this is what our desires are, not 3 over a two week period, but over a 4 several month period with regard to a 5 2014 increase. 6 Staten Island has benefitted from 7 the Port Authority being here on Staten 8 Island. This is true. I don't think if 9 you would have gone back when they 10 created the Goethels and Bayonne Bridge 11 here they would have been discussing the 12 numbers we are dealing with now. 13 I really believe that between the 14 two governors and elected officials, we 15 will be able to scale down and put into 16 place a Staten Island discount, and I 17 look forward to working with you on 18 that. 19 And as a side note, we are going 20 to have a Goethels Bridge, but remember 21 we built this bridge and the Outerbridge 22 at the same time. The Port Authority 23 really does need to begin the process of 24 what will happen with that bridge as 25 well. Clearly it is not funded, but you</p>
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<p>1 Bridge and the Goethels Bridge. The 2 statement that without these we will not 3 have a renewed Bayonne Bridge, well, 4 it's in the Authority's own interest, 5 economic interest to insure a new 6 bridge. It's in the Authority's own 7 economic interest to have a new Goethels 8 Bridge. 9 I think when my constituents come 10 here and convey to you the difficulty in 11 which they face in their daily lives now 12 and how tough this is to spend the extra 13 money to get on and off the island where 14 no one else has to do so, that I would 15 do it. I believe that the governors 16 will work together with the Port 17 Authority to find a solution that will 18 lower and offset a discount, and I look 19 forward to working with you on that. 20 I also want to convey that the 21 carpool discount needs to be addressed 22 in the coming plan, and one way I want 23 to praise the agency is that you are 24 speaking in regards to what you want to 25 do in future years. I think that is the</p>	<p>1 know if you're the Port Authority how 2 long it takes to get a bridge renovation 3 and demolition or new one in place. 4 With that, I think we have a lot 5 of work to do. I think we will be doing 6 so in the coming weeks. Thank you very 7 much. 8 MR. BUTCHER: I call the 9 following three speakers Jose Castillo, 10 Byron Silva and Joe Valentin. 11 Good morning, my name is Jose 12 Castillo and I am speaking today about 13 the need to pass the Port Authority 14 proposal. I am a proud construction 15 worker, an organizer for Laborers Local 16 10 and resident of New York City. 17 I live in the Bronx. Everyday I 18 go out my door and see the unemployed 19 men and women who've lost hope. I drive 20 on the streets of this great City to get 21 to work, crossing bridges that need 22 repairs, through traffic congestion that 23 ties me up and I think we can do better. 24 Our city needs us to invest in 25 it. Our residents need jobs that can</p>

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<p>1 move them into the middle class. Even 2 though it means I'll sometimes pay more 3 to get to and from work, I applaud the 4 Port Authority for committing to us. 5 When we share the load to improve 6 infrastructure, we move our City 7 forward. Our bridges and tunnels need 8 maintenance and the Port Authority has 9 come up with a fair and responsible plan 10 to make it happen. 11 We hear a lot about debt lately. 12 I know it is a personal issue for a lot 13 of Americans as well as our government. 14 One of the things I like about this 15 proposal is that it funds the work now 16 rather than creating unreasonable debt 17 to be passed on to our children. 18 Our country built its way out of 19 the great depression. The recession may 20 be over in name, but New York City 21 workers need help. Let's build a 22 stronger New York today using the Port 23 Authority's plan. Thank you. 24 Good morning. My name is Byron 25 Silva and I am the Business Manager of</p>	<p>1 E-ZPass off-peak are to increase from \$7 2 to \$13 roundtrip and during peak hours 3 from \$8 to \$14, with an additional \$2 4 per-axle-increase in 2014 for both 5 off-peak and peak hours. A similar cash 6 surcharge of \$3 per axle will be applied 7 to trucks in 2011 that continue to use 8 the optional cash system with an 9 additional \$2 per axle in 2014. 10 To further incentivize trucks to 11 cross during the overnight period to 12 reduce congestion during the day, there 13 will be no toll increase on trucks that 14 cross during the overnight discount 15 period and this overnight period will be 16 expanded an extra two hours each weekday 17 night from 10 p.m. to 6 a.m. (previously 18 12 a.m. to 6 a.m.). This will result in 19 a 61% discount for a typical two-axle 20 truck which will continue to pay \$11 21 overnight as compared to the \$28 toll in 22 2011 for the same truck using E-ZPass 23 during the peak period. Truck traffic 24 is often the cause of congestion during 25 early morning and evening rush hour</p>
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<p>1 laborers Local 10. I'm here today to 2 comment on what I consider to be a very 3 important aspect of the Port Authority's 4 proposed toll and fare increase: Its 5 potential benefit to our environment. 6 Traffic causes many things: 7 Delays, frustration, fender benders, 8 congestion, noise and pollution among 9 them. From my perspective, the proposed 10 toll and fare increases offer several 11 ways to mitigate some of these negative 12 traffic factors. 13 For one, the Port Authority is 14 proposing a cash toll surcharge of \$3 to 15 increase the cash rate from \$8 to \$15 in 16 2011 for the 25-percent of toll-payers 17 who still use the optional cash system, 18 similar to the MTA. The surcharge is 19 expected to increase the E-ZPass market 20 share to approximately 85 percent, which 21 will reduce travel delays during the 22 peak of traffic congestion by 10-20 23 minutes. 24 Second, the Port Authority 25 proposes that truck tolls per axel using</p>	<p>1 commutes. Truck idling on bumper to 2 bumper bridges and at the ramps to the 3 tunnels spew fumes and pollution into 4 air during the day, when most New 5 Yorkers are out and about going to work, 6 school, running errands. The steep 7 discount for crossing at night could 8 potentially eliminate much rush hour 9 truck traffic and improve air quality as 10 a result. 11 Around the world cities restrict 12 the hours of commercial deliveries to 13 relieve traffic and reduce pollution 14 during peak commuter and work hours. No 15 one is suggesting that New York City 16 implement such a plan (though it may be 17 prudent), but a by-product of the Port 18 Authority's proposed increases may be a 19 shift in commercial deliveries from the 20 peak to the off-peak hours. Trucking 21 companies as well as truckers lose money 22 when their goods and drivers are stuck 23 in traffic entering or exiting the City 24 as well as in cross-town traffic. Make 25 it more expensive to sit in traffic and</p>

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<p>1 maybe logistics experts will see the 2 value to overnight deliveries, thus 3 eliminating some of the traffic and 4 pollution caused by commercial vehicles 5 during peak hours. 6 In addition to the above 7 mitigation measures, qualified energy 8 efficient vehicles with GreenPasses will 9 see no toll increase during off-peak 10 hours in 2011, and the car-poolers 11 discount rate is preserved in 2011 with 12 a 50 percent discount off the E-ZPass 13 peak hour rate. Both GreenPasses and 14 car-poolers would see a \$2 increase in 15 2014. Family budgets are tight, gas 16 prices are high and show little sign of 17 dropping. Getting people to carpool or 18 drive energy efficient vehicles is good 19 for the environment and good for the 20 commuter's wallets. Raising the tolls 21 may be just the thing needed to raise 22 awareness to levels at which commuters, 23 who are also consumers, act. 24 For those who commute via the 25 PATH train, the fare increase of \$1 will</p>	<p>1 For the potential positive impact 2 the proposal could have on reducing 3 traffic, improving the regions's air 4 quality, mitigating congestion and 5 increasing use of mass transit, I 6 support the Port Authority's toll and 7 fare hike proposal and suggest those of 8 you who care about the environment to do 9 the same. Thank you. 10 My name is Joe (inaudible) I 11 walked in here and thought I was 12 bushwhacked by all the orange shirts in 13 here. You always set up these kind of 14 meetings and we always get screwed one 15 way or the other. This is almost done 16 for the deal that you are all asking 17 for. You come down here and in the end 18 you will sit down one way or the other 19 and we are going to get screwed. 20 It is nice these people are 21 looking for jobs, so are thousands of 22 other people in the whole state. Coming 23 here and trying to intimidate me as the 24 Staten Islander or all Staten Islanders, 25 all day you are going to be confront a</p>
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<p>1 help pay for much needed improvements to 2 the 100 year-old PATH infrastructure and 3 to enhance security at PATH stations. 4 An improved transit system makes for a 5 better commute, a better commuter 6 experience may entice more people to use 7 mass transit. Plus, even with the \$1 8 increase, it is still much less 9 expensive to use mass transit than to 10 drive into the City. The increased 11 tolls may be another tool to push riders 12 onto mass transit and out of mass 13 traffic. An increase in ridership of 14 mass transit will result in a reduction 15 of congestion and the corresponding 16 noise and air pollution. 17 The alternative to approving the 18 proposal, which would result in hundreds 19 of stalled repair projects, lane 20 closures, vehicle restrictions and other 21 time-intensive delays on Port Authority 22 crossings-foments just the opposite of 23 what i have outlined: We'll have more 24 traffic, more congestion, more attendant 25 pollution. No one wants that.</p>	<p>1 lot of Staten Islanders and we are not 2 happy with you. You and the MTA, both 3 of yous, both agencies. And I am 4 requesting that both governors just 5 don't sign up on this, just get rid of 6 this proposal that you are coming out 7 with. Find another way, that you don't 8 know how to administrate your money. 9 Find another way to create funds so you 10 can turn around and do the things you 11 want to do. That you can hire the 12 people to do the right thing at this 13 point. 14 Nobody here's gives a damn. 15 Those people are not have Staten 16 Islanders. These people don't know 17 about what Staten Island is. 18 Bottom line, don't come here 19 trying to intimidate people in Staten 20 Island because we had it with all of 21 yous. We have no choice how to get in 22 and out of this island. We are fed up 23 with this. This has to stop. You can 24 not do this. Who the hell do you think 25 we are? Grow money on trees? We have</p>

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<p>1 to work for it. Fifty percent? You are 2 suppose to be responsible. 3 The point here is, they are fed 4 up with this. You just can't hit us up 5 with these raises and expect us to laugh 6 and give you what you want without even 7 half of the service. It stinks. Your 8 services are not good enough for us. We 9 have bridges that we have to get out of 10 here in the car. It is paid one way or 11 the other, unless you want to go and 12 swim, that is the best way to get out of 13 here. 14 Bottom line you have to be 15 reasonable. Try to understand how 16 people -- you know people are the only 17 ones in -- there are thousands of people 18 in law jobs and they have to go to work 19 for half of the price of what they were 20 going to work for. If I don't have the 21 money for something, I don't by it. I 22 don't set it up. You are planning on my 23 account. Your hands are in my pocket. 24 I want your hands out of my pocket. We 25 are fed up.</p>	<p>1 the line. Make sure you have funding 2 before you turn around and make these 3 suggestions. 4 I was going to read something. I 5 know whatever the hell I give you is not 6 going to be considered. So it is going 7 to wind up in the garbage so I am 8 speaking from the heart and people in 9 Staten Island are fed up with it. I 10 just hope that you will understand and 11 try to be a little more compassionate to 12 the people in Staten Island. We are not 13 saying we don't want bridges for 14 nothing, but I think we are paying high 15 enough. Thank you very much. 16 MR. BUTCHER: Thank you. 17 My name is Jaime Machado, I'm an 18 organizer for labor local 79. I am here 19 to support the Port Authority proposal. 20 Twenty percent unemployment, this is a 21 big problem with the Port Authority. 22 The Port Authority is promising to 23 create 180,000 middle class jobs. I for 24 one will pay a higher toll if it helps 25 the jobs.</p>
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<p>1 Tonight and thank you because I 2 was one of those who called up because I 3 seen that eight o'clock in the morning, 4 I know this is a setup. Look at the 5 size of this room. You filled it up all 6 with the orange shirts. You barely have 7 room for us to come in here. You set it 8 up at eight o'clock in the morning 9 because you knew nobody is going to show 10 up because everybody has to go to work. 11 They have to go to work so they can 12 support their family and feed their 13 family, and come out with a big 50 14 percent out of no where and we are 15 suppose to just agree with it? Just 16 forget about it. People are starting 17 out here. They are barely making it. 18 This is the wrong time to do this. That 19 doesn't mean I don't agree with some of 20 the things you want to do, but not 21 today, not now. The economy is bad. 22 Where have you been? This is not the 23 time to turn out and try to do these 24 projects. That doesn't mean we don't 25 agree with the projects, just do it down</p>	<p>1 Bring jobs back to the City, the 2 Eastern region. Take your ten year, \$30 3 billion dollar capital plan and that 4 will be the life line to New York City 5 workers. 6 It is about time we invest in the 7 infrastructure. We have to move trucks 8 in and out of our City's in safe ways. 9 That is it. Thank you. 10 MR. BUTCHER: Anna Donlon, Jeff 11 Siracuse and Leonard Labita. 12 Good morning, my name is Anna, I 13 might be the only senior citizen here. 14 I just turned 70. I travel over to New 15 Jersey twice a week to baby sit my 16 grandchildren because both my children 17 have to work full-time jobs. 18 I agree with everybody's opinion 19 here, believe it or not, but I ran a 20 household for 49 years. I'm married, 21 and when I bought anything, I always 22 prepared for it. If I bought my new big 23 T.V., I made sure there was money there, 24 and maybe two or three years down the 25 road I knew I was going to by that T.V.</p>



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<p>1 What I have a problem with is 2 your accounting. The people that are 3 running your office. The people that 4 are sitting in the high office upstairs. 5 Doesn't anybody for see the future? 6 You built these bridges over 90 7 years, you have taken care of them. My 8 father worked on the George Washington 9 Bridge. So you prepare for these 10 repairs. What, you go to the bathroom 11 and all of a sudden the plumbing went? 12 That is when you call the plumber. 13 Prior to that you might have had a 14 couple of months notice that something 15 was going wrong with that bathroom, so 16 you go and fix it, you don't wait for 17 the room to fall on you. 18 The same thing with building the 19 bridges and repairing the bridges. The 20 bridges are there. It should have been 21 in a previous hike, years down when the 22 first people started building these 23 bridges, you should have for seen this 24 before you started the plan. 25 Today we will make raise 50</p>	<p>1 should be some other way. There is no 2 way to come off the island. I do agree 3 we do need a break. I try the weekly 4 pass, being that I go over twice a week, 5 maybe at the end of the road it will be 6 cheaper. It doesn't help me. There is 7 only two of us driving, I cannot use the 8 carpool lane. I am paying \$8 dollars 9 each time and \$16 dollars a week, it's a 10 lot of money when you add it up. 11 I have a daughter-in-law that is 12 out of work for two years having a tough 13 time getting a job. When you go out 14 there, you have a college degree and a 15 masters and you don't get the jobs. I 16 don't know what people are looking for 17 today. The unemployment is not very 18 good, and as far as you say something 19 about California, the Golden Gate 20 Bridge, I was on the golden gate bridge, 21 about three years ago, \$6 dollars to 22 cross the Golden Gate Bridge, and that 23 is round trip. I looked on the internet 24 last night, it is still \$6 dollars. 25 California, if you recall, was</p>
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<p>1 percent. How can I afford that? I am 2 on Social Security and I have a pension. 3 It is going to curtail my visits to see 4 my grand children and the babysitting, 5 they are going to have to look at some 6 other ways to do it. But when you take 7 care of a household, you take care of it 8 in advance. You think about the things 9 that might have to be replaced, even as 10 far as furniture in your own home. You 11 just don't go off all of a sudden, I'm 12 going too go out and spend money on this 13 furniture. Where is the money coming 14 from? You have to plan for that. The 15 same thing when you fix the MTA subway 16 system, the Verranzano Bridge, all that 17 has to be prepared in advance. 18 Now in 2014 when I'm paying \$17 19 to go over the bridge, what are you 20 going to tell us then, owe we have to 21 raise it to 20 or \$25 dollars, and where 22 are we going to get that? Are we going 23 to swim across the river with them maybe 24 to Jersey and stay there? 25 It is irresponsible. There</p>	<p>1 going to go bankrupt. Now, where did 2 they get the money? And they just 3 repaired that bridge and they did the 4 cables, and they are repairing the Bay 5 Bridge, and the Bay Bridge is only 4.75. 6 Maybe if you go to Virginia and 7 you go across that other bridge that I 8 forget the name of, Chesapeake, that is 9 expensive, that is a sightseeing thing, 10 it's \$13 dollars. I don't think people 11 go back and forth on that bridge to go 12 to work. Here people are going to work. 13 We are so close to jersey, I enjoy going 14 shopping there because we are getting 15 killed on Staten Island. I wish you 16 would consider that. You need a new 17 bookkeeper there too. 18 Jeff Siracuse. Good morning. 19 Thank you to the PA for coming here and 20 listening to us. 21 Staten Islanders have also felt 22 we are the forgotten borough. 23 International sports manufacturers 24 doesn't even consider us a borough. 25 They come out with a line of sneakers</p>

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<p>1 for the borough of New York City and not 2 one sneaker that says Staten Island on 3 it. So please, you have to understand 4 that we Staten Islanders feel we have 5 been getting the short end of the stick 6 for years. 7 I believe this should already be 8 a done deal. I believe the governors 9 will sign off on this because they have 10 nothing to lose politically. 11 I don't believe your proposal for 12 2014 is going to come to pass because 13 their political futures will be at risk. 14 I honestly believe Staten 15 Islanders need discounts different from 16 any other group in the City because it 17 is the only way we can get on and off 18 Staten Island. 19 I know this is not a question and 20 answer period. However, I'm wondering 21 what percentage of the tolls that are 22 collected from all the PA tunnels and 23 bridges is appropriated for the 24 maintenance of those structures and for 25 the payment of the salaries for the</p>	<p>1 Staten Island. We cannot afford to live 2 on Staten Island, we cannot afford to 3 get off of Staten Island. So what do we 4 do? Who changes this situation? Can it 5 change? 6 We have had problems before. I 7 will take Easter Sunday. Remember 8 people were here for Easter Sunday? I 9 know where I was. I was on 440 for a 10 few hours. Nobody wanted to help me. I 11 was worried I was going to run out of 12 gas. I had my wife and grand children 13 in the car. That is okay. 14 When I propose the fact that 15 supervision would handle the toll 16 booths, I was told that supervision 17 doesn't know how to do it. They are 18 supervising something they don't know 19 how it works. Not right. 20 I had this rehearsed in my mind, 21 however, this toll is putting a burden 22 on us. To agree that trucks can't come 23 over with gasoline, gas prices on Staten 24 Island are \$4.00 or more. Food costs 25 more money because of the high price on</p>
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<p>1 people that work at those structures? 2 And what percentage of those tolls are 3 going to subsidize the path rail road 4 system? Why aren't those people 5 required to make more of a sacrifice to 6 pay for this transportation? And I wish 7 you would give us this information in 8 writing, not now, but in writing what 9 the percentages are, where is the money 10 going for the bridges and where is the 11 money going for the transportation for 12 the PATH? Thank you very much for 13 listening to us and thank you for not 14 wearing those shoes because I don't 15 think you would have gotten on Staten 16 Island. 17 Leonard Labita, a life long 18 resident of Staten Island. And there is 19 another senior citizen here. That would 20 be me. 21 There is not much more I can say 22 towards the fact that this proposal is 23 outrageous. It has been said several 24 times so far, and I can only say that I 25 think it is wrong. We are prisoners on</p>	<p>1 trucks, and consumers pay for 2 everything. 3 So therefore, us Staten Islanders 4 have to pay more money to live on Staten 5 Island and more money to get off of 6 Staten Island. It is not right. I 7 cannot say much more than that. Thank 8 you. 9 MR. BUTCHER: Richard 10 Finkelstein, Hugh Roarty and Margaret 11 Machetto. 12 My name is Richard Finkelstein. 13 Just first off, didn't you just raise 14 the tolls? Couldn't have been that long 15 ago. I remember paying \$4.00 now you 16 want to raise it up to \$12? My E-ZPass 17 though when I get the bill I look at it, 18 it is beginning to rival my mortgage 19 bill. 20 I have children going to college 21 in Brooklyn. I have a daughter who 22 works in Brooklyn. They are just 23 starting out. For them to pay these 24 kinds of high tolls are just mind 25 boggling. They cannot afford that.</p>

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1	Just yesterday I had to run to	1	leased and insured for a billion dollars
2	Jersey to meet my brother there, I had	2	per building. Now I don't know where
3	to grab two of my kids so I can get my	3	that is going, but if that is the case,
4	discount coming back.	4	that leads to the second question. That
5	Staten Island is being treated	5	is the question in my mind, the charges
6	with content. It is a recessive tax.	6	quoted don't seem realistic.
7	The middle class and poor are totally	7	A billion dollars to raise the
8	getting beat up. Shame on you. How	8	Bayonne Bridge roadway. Recently within
9	about the PA trying to live within their	9	the past couple of years they built a
10	means? People have to get off Staten	10	whole new bridge by the Hoover Dam, cost
11	Island. You have the first six rows of	11	\$178 million dollars. Raise the roadway
12	orange shirts, labors fitting the	12	over the Bayonne Bridge, a billion. Ten
13	collective bargaining right. I am	13	million dollars to do a study to raise
14	curious where the taxpayers collective	14	the bridge? At \$100 an hour, that is
15	bargaining rights are?	15	100,000 hours. That is 50 engineers to
16	Washington is raising tax on the	16	study raising the roadway. Doesn't seem
17	rich and you guys are going after the	17	realistic to me.
18	poor and middle class. Again, I say	18	That would be my comments. Thank
19	shame on you.	19	you.
20	What about a train to Manhattan,	20	Good morning, Margaret Machetto.
21	that will be a novel idea? How do you	21	I'm a life long Staten Islander, I serve
22	justify this? I am just curious, what	22	at a parish with a food pantry.
23	kind of cut backs does the PA take?	23	The people on Staten Island who
24	One other thought that popped	24	make use of the food pantry are hard
25	into my head. Who voted for you guys?	25	working Americans, and more and more in
Page 71		Page 73	
1	Who put you in office that you can just	1	need of this assistance because they
2	discriminantly raise our taxes? And	2	have been tapped out.
3	this is a tax, by the way, this is mind	3	You are going to hear an earful
4	numbing. Shame on you.	4	today from people who do not understand
5	Hugh Roarty from Bayonne, and	5	your profits and how your investments
6	also a senior citizen. I would like to	6	are into this situation. Also they
7	raise two points.	7	think they don't have a voice against a
8	The justification for these	8	big organization, but I would like to
9	increases is mostly the capital budget.	9	talk to you individual to individual.
10	Now, repairing the George Washington	10	If you are sincerely listening to
11	bridge, repairing the Lincoln Tunnel,	11	the people today, I would like to offer
12	the driving public has to pay for it,	12	some possible suggestions.
13	but why is the driving public have to	13	If there needs to be a toll
14	pay to raise the Bayonne Bridge which is	14	increase, could you possibly exempt one
15	benefitting the steam ship lines.	15	of the bridges from that increase,
16	In the Port of Los Angeles, the	16	possibly the Bayonne. That would show
17	steam ship lines wanted a new rail line	17	the people that you actually listened to
18	in land, it was done by an authority	18	us. It could alleviate the traffic on
19	similar to the Port Authority, but a	19	the other bridges, and it would be good
20	surcharge was placed on the containers	20	PR for the Port Authority.
21	coming in and out of the port. Why	21	Another plan would be to make
22	don't steam ship lines pay for raising	22	Staten Island residents just pay the
23	the Bayonne bridge? Thank you.	23	off-peak rate at all times. That also
24	Secondly, the World Trade Center.	24	would show that you heard the people
25	As I recall, the World Trade Center was	25	today.

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<p>1 And also please give us back our 2 holidays. Many senior citizens wait for 3 visits from their children who have 4 already had to move off Staten Island 5 because of the prices, and please don't 6 do anything that will make their visits 7 even fewer than they are. 8 Thank you for this opportunity. 9 May God guide your decisions. And I'm 10 sorry I have to leave, I have to get to 11 work. 12 MR. BUTCHER: Carlisle Paul, Andy 13 Scudara, Paul Saryian. 14 Good morning, my name is Carlisle 15 Paul, and I represent the New York City 16 District Office of Carpenters, 25,000 17 members strong and I support the plan of 18 the Port Authority. 19 I say we have 25,000 members and 20 we need jobs for our members. A lot of 21 our members are out of work and that is 22 why we truly support this plan. Thank 23 you. 24 Im Andy Scudara, I'm a resident 25 of Staten Island. I don't know if you</p>	<p>1 lost five friends in there. I object to 2 those signs. Those signs should not be 3 here. We lost many people on Staten 4 Island in the World Trade Center. They 5 should not be there. I can object to a 6 toll and not object to the World Trade 7 Center. 8 If you want it, get it. You need 9 a new cash person. If I want something, 10 I save. That's what we use to do, save. 11 Staten Island I hope -- I hope 12 every person on Staten Island parks 13 their cars for one year, not use it, you 14 will need 100 percent busses to bus us 15 around Staten Island. We don't have 16 any, we don't have a bus that you can 17 stand on First Avenue. Then when I do 18 get there, I have to walk four blocks to 19 my house. Try walking in there. 20 We saw all the signs, we saw all 21 your union guys. Thank God it rained. 22 Gentleman, if you cannot afford it, 23 don't by it. Period. That is how it 24 should be, yours and the MTA. Highway 25 robbers, that is what you are. We can</p>
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<p>1 guys have been reading the papers, 2 watching T.V., but the American people 3 have been telling the president of the 4 United States, senators, if you don't 5 have it, don't spend it. Period. If 6 you don't have it, don't spend it. 7 But let's take a little ride. We 8 start at the Brooklyn Bridge. I go one 9 way up the to the Southern State all the 10 way to Montauk, back down to the LIE 11 into Queens over the Manhattan Bridge 12 into Manhattan up to the Bronx, up to 13 Westchester, up to Canada, back down 14 from Canada, all the way around 15 Manhattan, go over the Brooklyn Bridge 16 and not pay one dime and tolls, but I 17 live in Staten Island and I got four 18 bridges with tolls. 19 Gentleman, you guys want jobs? 20 Fine, go get them somewhere else. Get 21 off my back, my pay check can't take it 22 anymore. Everybody is handing me off my 23 pay check. 24 You have your signs about the 25 World Trade Center, it's not right. I</p>	<p>1 not afford it. 2 Gentleman, I wish every one of 3 you had a job. I cannot afford anymore. 4 My pay check is done, it's gone. I have 5 a mortgage just like everybody else. I 6 need to raid a toll booth because 7 Mr. Scudaro has to pay \$4 dollars more 8 because I need a job. 9 Do me a favor, I want my cash 10 because I need a new roof done. I can't 11 afford it. I will tax you. Boom. 12 The people of Staten Island, I 13 will tell you something, we are robbed. 14 Park our cars in the driveway, don't use 15 them for a year, and demand they put 16 buses up there. You will have to have 17 thousands of employees just to take us 18 where we want to be. Enough is enough, 19 gentleman. 20 You raised it. You turned around 21 and told somebody in Manhattan that gee, 22 I know we can't spend 50 percent, so we 23 will charge you 25 cents. To Staten 24 Island we charge you 2000 to go over the 25 bridge. What am I? They can pay a</p>

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1	quarter but I have to pay 2000?	1	bureaucrats which use rubber stamps and
2	You are discriminating against	2	billion dollar toll increases.
3	us. You are discriminating against us	3	Now, after all of you have been
4	and Staten Island. We had enough.	4	fired, I wanted to let you know that you
5	Because our pockets won't take it	5	can get up to \$405.00 in unemployment
6	anymore. It cannot take it anymore.	6	insurance. Unfortunately for those of
7	You talk about E-ZPass discount.	7	you who must commute to find a new job,
8	Carpooling is jamming up the Goethels	8	you might have problems making ends
9	Bridge. You got one toll booth that	9	meet.
10	everybody go through that says I get	10	A number of years ago I used to
11	four people in here so I get a discount.	11	work as a New York City police officer,
12	It doesn't make any sense.	12	and I stopped this older man for a
13	If you want money -- I am sure	13	traffic violation. I don't recall what
14	you got a house. I am sure you got a	14	he said to me, but I warned him and
15	wife and kids, you have to put food on	15	admonished him. He drove off and
16	the table. Take away your E-ZPass, who	16	immediately after I let him go, what did
17	pays for your E-ZPass? MTA? Who pays	17	he do? He went through a red light
18	for all the MTA's E-ZPasses? MTA. Take	18	right in front of me. I pulled him over
19	that away.	19	again and asked him why did you do this?
20	Put some tolls on the goddamn	20	He said I knew I would not give him a
21	Belt Parkway, Southern State Parkway,	21	summons. So he said to me in some
22	LIE. You want money, go after them,	22	accent, just give me a good scare he
23	leave Staten Island alone.	23	said.
24	If you have meetings tonight,	24	It's funny, but all of you remind
25	make sure there are no signs. It is an	25	me of that old man who went through that
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1	insult.	1	light. You believe because of your
2	Good morning, Paul Saryian, thank	2	position or some situation you can get
3	you for this opportunity to present our	3	away with it. I gave that old man a
4	side of the story.	4	summons that day. I only wish I can
5	We are all aware of the Port	5	give all of you a summons called a
6	Authority budget deficit and how you	6	subpoena mandating a full audit of your
7	must raise revenue by increasing tolls	7	books. This audit will shed some light
8	or cut spending, but where?	8	on the necessary transparency we need
9	Well, I suggest we start by	9	before any toll increases by even one
10	saving at least a few million dollars	10	red cent. Thank you very much.
11	annually by abolishing the Port	11	MR. BUTCHER: Rick Pullen, Joe
12	Authority board of governors and their	12	Callahan, Radames Acevedo.
13	staff.	13	Rick Pullen, also a laborer,
14	In my estimation, you guys are	14	Eastern region. I work for a living,
15	not needed. In fact, you represent	15	member of local 37. I travel all over
16	everything that is wrong and corrupt	16	the bridges you are all talking about.
17	with the Port Authority.	17	I pay the tolls, drive in and out of New
18	I'm pro-union. This is not about	18	York City and the Island everyday of the
19	the workers. This is about the people	19	week. I am one of those people that pay
20	at the top. And the Port Authority	20	the tolls to go to work.
21	budget and revenue, which is effectively	21	I live down in south Jersey and
22	a tax on the citizens of New York and	22	when they raised the tolls on the
23	New Jersey, should be a legislature	23	turnpike, I was just as pissed off
24	matter decided jointly by New Jersey and	24	because the tolls got raised. I went to
25	New York, not by a body of self-serving	25	work, I support my family and children

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<p>1 and my home, and I help support my 2 union. 3 It is painful, and we don't look 4 forward to it, but it needs to be done. 5 The bridges and roads are falling apart. 6 We got the worst bridges and roads in 7 the nation, and we are one of the 8 busiest places in the nation and the 9 highest rate of pay in the nation, and 10 the circumstances of the roads and 11 bridges are in the worst shape. 12 We have to pay. I bear the pain 13 as well. I drive the same roads and pay 14 the tolls. I may not live on the 15 Island, but I drive across it and pay 16 the tolls everyday. 17 I am here in support of it. I am 18 not going to like it, but it will put me 19 and my brothers and sisters to work. 20 That is what I have to keep in mind. 21 Joe Callahan. Good morning. I 22 was treated pretty descent coming in 23 here this morning from the Port 24 Authority employees that greeted me in 25 the parking lot. They greeted me</p>	<p>1 Suggestions, treat the carpool tolls 2 kindly. You have federal programs out 3 there that will reward you for that. 4 Air quality programs. Did you partake 5 in them? 6 Staten Islanders are unique, away 7 from all the other counties that you 8 serve. Seventeen counties, that is big. 9 But Staten Island is very unique, and I 10 would like to have some -- not kindness, 11 but an acknowledgement that we are 12 unique from all the other counties. 13 The point is we are held hostage 14 where it is like being on a sick reality 15 show. You can leave, but you have to 16 pay to get back. We paid our share. We 17 are getting jacked everywhere we go. 18 But I still want these guys to 19 repair these bridges and I want the 20 helix fixed because that is the 21 responsibility. You need people to do 22 these things, but don't forget the 23 people of Staten Island. Thank you. 24 Radames Acevedo. Laborer Eastern 25 region. I am in favor of this. There</p>
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<p>1 downstairs and guided me here. 2 I want everybody here, the labor 3 movement, to fix those bridges. I want 4 them to fix those tunnels, and I 5 understand you are bi-state 6 jurisdiction, but the fiduciary 7 responsibility is on both states. 8 I am here because public 9 authority law dictates that you do so. 10 Having said that, I think the angst that 11 this man from Diamond Hills has, I 12 understand as well. If these toll 13 proposals put in place, with that 14 proposal I think you should change the 15 name from Staten Island to Schnoop 16 Islanders, because we are tired of 17 getting schnooped. 18 There should be some toll, if you 19 will, for a resident of Staten Island 20 because we are special in a way that we 21 can leave the borough, but we have to 22 pay to get back here. And that is a 23 pretty sick joke. 24 We are paying that each and 25 everyday for those that work everywhere.</p>	<p>1 are so many changes that went on in the 2 past and present. We have seen what 3 happened on September 11th. We have 4 seen the changes that are going on in 5 the past 20 years. We have to make 6 changes. 7 We have to make advancements. We 8 have to keep up the maintenance. I am 9 in favor of this. Brothers, sisters, 10 residents of Staten Island, New York, 11 New Jersey, I am in favor of this 12 program. Thank you. 13 MR. BUTCHER: Johan Garcia, David 14 Villa, Dennis Lee. 15 Johan Garcia, member of local 78. 16 First responder in 2001. I saw the 17 devastation of the World Trade Center 18 and I see how the Port Authority has 19 done so much in making me feel safe. 20 I see how much money they spend 21 everywhere. I know this type of event 22 is not accounted for. We do have to pay 23 tolls and bridges. Some of us don't 24 like it, but we have to. 25 The maintenance on the bridges</p>

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<p>1 have to be done. The George Washington 2 Bridge is one of the busiest bridges 3 ever. The Lincoln tunnel, there is a 4 lot of traffic sometimes, but the 5 maintenance on these tunnels and bridges 6 have to be done. 7 Personally we need to pay. I 8 hate paying myself, I hate the increase, 9 but this will create work for my family. 10 I will be able to feed my family, so I 11 do approve of the increases with the 12 Port Authority. Thank you very much. 13 My name is David Villa, I 14 represent labor local 78, proud member 15 4200 strong. I work for the labor 16 Eastern Region. We are in favor of the 17 hikes because they are going to generate 18 jobs and these jobs are very important 19 to us. 20 In order to survive in the 21 economic times, we need to do whatever 22 it takes to get this economy going. 23 Plus the maintenance of our bridges and 24 tunnels are very important too. We need 25 to feel safer crossing them. We are</p>	<p>1 places to live. That is the sad truth 2 of it. It is proportionate. 3 For the safety alone everybody, 4 do we want to be Minneapolis or 5 Minnesota? We don't want that, right? 6 We all heard a lot of numbers 7 today, that is all good and fun, number 8 crunch, but you have to look in your 9 heart and sole. The numbers that are 10 sitting here today, put things into 11 perspective. 12 The numbers that are sitting here 13 today, their average salary is 50,000 14 dollars a year. And on a good year, 15 they make 65. The middle class in New 16 York City starts at \$75,000 a year. 17 That's it. Thank you. 18 Good morning to everybody. My 19 name is Jonathan Ronny, and I am a proud 20 member of Local 12 in New York. 21 There is not much I can say that 22 has not been said. If the Port 23 Authority's decision to raise tolls will 24 bless my brothers and sisters with more 25 jobs then the Port Authority has my 100</p>
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<p>1 willing to pay the raise if that is what 2 it is going to take to feel safe in this 3 country. Thank you. 4 Good morning, everybody. My name 5 is Dennis Lee and I'm a member of local 6 79. I have this whole speech written 7 here. But I sort of realized people 8 left things out and it is the safety of 9 our children. 10 When your kids start going to 11 college, they are going to be crossing 12 the bridges. Haven't we learned 13 something from Minnesota? Remember when 14 that bridge collapsed when all those 15 people died? Do you want that to be 16 your grandmother, your child's first 17 trip into the City? I don't think so. 18 And I understand, because I'm 19 going to be paying these increases too. 20 I'm paying them now and I hear ya, you 21 are absolutely right, it stinks, but 22 that is something about an island too. 23 If you look at islands through out the 24 country, Hilton Head, Long Island, San 25 Padres Island, these are all expensive</p>	<p>1 percent support. And that is all I have 2 to say. Thank you. 3 Good morning, everybody, thank 4 you for giving me the opportunity to 5 speak. I am Kenneth Cole, I live in 6 Eltonville. I am a real estate agent. 7 I believe I speak for many of the folks 8 who commute everyday using the Port 9 Authority bridges and tunnels who could 10 not be here because they have to 11 commute. 12 This toll increase I believe is 13 outrageous, unfair, and unjust to all 14 the commuters. Why do I say that? 15 Because it is unbalanced. It is 16 unbalanced on the hard working taxpayers 17 who make up your revenue income base. 18 I wonder if this toll increase 19 bought to us by the savvy people of the 20 Port Authority who make a simple 21 crossing, take six hours on a Sunday. 22 To all the folks who have to pay 23 this toll, I ask to you write your 24 governor today and tell them that any 25 increase in the toll for the commuters</p>

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<p>1 will result in you being a one term 2 governor. 3 This agency was created by a 4 joint legislator of New York and New 5 Jersey and can be dissolved by the same. 6 So I also ask you to write your 7 legislators and tell them the same, if 8 you let this slide, your toast. 9 Mayor Blumberg said that the 10 water and sewer bills that we pay, the 11 increases should be paid for by the 12 people who use the water, not the tax 13 revenue from another place and 14 subsidize. I agree with that. So why 15 should the Port Authority be any 16 different? So why hurt the commuters as 17 our previous speakers have said. 18 I guess by now you know my 19 position. Citizens of New York and New 20 Jersey, I hope I will be on New York One 21 tonight. Write to your governor and 22 legislature and tell them to kill this 23 toll increase. Thank you. 24 My name is Marie (inaudible)and 25 I'm a native Staten Islander, and I've</p>	<p>1 website on August 12th. One of those 2 members is Bayonne Mayor Mark Smith. 3 I wrote to Mark Smith and asked 4 him how he would support this? How 5 could he when they know they put a 6 shopping center over the Bayonne Bridge? 7 I can't believe he wants to cut off 8 150,000 Staten Islanders to shop there, 9 we are not going to go there. This is 10 the response. It says Dear Marie, thank 11 you for your note regarding the proposed 12 Port Authority toll hikes. Can you 13 please direct me to the source of your 14 claim that Mayor Smith agrees with 15 raising the PA tolls? We are not aware 16 of the Mayor making any such statement 17 in favor of the PA tolls. Why is he on 18 the list? I need accountability from 19 the Port Authority. 20 I also saw listed the Queens 21 Chamber of Commerce. I contacted the 22 director, he told me he did not support 23 the toll increase, but he understands it 24 because he has to account for the big 25 concern for the 10,000 airport employees</p>
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<p>1 seen many many changes. This one I 2 don't like. 3 I'm going to comment, I have a 4 statement for this evening, but I will 5 comment on things that were said today. 6 I know the orange shirts have come up 7 and mentioned their brothers and sisters 8 are 85,000 strong. You have 450,000 9 that are called residents of Staten 10 Island behind us, 450,000 plus members 11 strong, and I want to protect them. 12 I want to claim here that the 13 Port Authority said that in the last 14 five years there have been a lot of 15 downsizing, but yet I read published in 16 the New Jersey paper that the Port 17 Authority payroll grew by 15 million 18 dollars in the years 2009 and 2008 and 19 so forth. So I think accountability is 20 necessary here. 21 Open your books, let us know what 22 is going on. Port Authority also 23 published a list of people, companies 24 and so forth that support this toll 25 increase. It was published on your</p>	<p>1 that are governed by the Port Authority. 2 I told him about the 450,000 people 3 here. 4 I have lived here 24/7. I don't 5 live here just during non-peak hours. 6 That has to be addressed. I want to 7 address what this orange team here is 8 worrying about creating jobs. This is 9 going to create jobs for the realtors 10 because every house on Staten Island is 11 going up for sale. Nobody is going to 12 live here. This is going to be Detroit, 13 that is what it is going to be. 14 I want to say what Debbie said. 15 She said this is making us held hostage. 16 No, hostages have an opportunity to get 17 out. This is going to kill us. This 18 needs a negotiation for Staten Island. 19 We need and demand a reduction, a real 20 discount and a cap. Thank you. See you 21 tonight. 22 MR. BUTCHER: Jason Delgado, 23 Jonathan Peters and Angel Rivera. 24 Good morning, honestly I have 25 nothing written. I will be speaking on</p>



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1	from what Dennis said.	1	facilities from the Port Authority
2	I believe this is a lot of common	2	actually lost money.
3	sense. Tonight I will be speaking a lot	3	The Staten Island bridges
4	more from the heart, but this is a very	4	actually lost money from 1928 when they
5	simple common sense here. We really	5	were constructed to 1945. In 1945 they
6	need to evaluate safety for our kids,	6	started to make money because the
7	moms, grandparents. This is something	7	traffic went up, the depression was
8	we need to think hard about. I am all	8	ending, and we accumulated those costs.
9	for it. This affects me as well. I	9	It took us until 1968 to pay back all
10	will see you tonight. Thank you.	10	that money.
11	Jonathan Peters, professor of	11	But since 1968, these facilities
12	finance of college of Staten Island. I	12	alone have accumulated 4.8 billion
13	wanted to give a few comments. You	13	dollars to the funds of the Port
14	heard a lot of these comments already, I	14	Authority of New York and New Jersey.
15	just wanted to give you some real facts.	15	You talk about the idea of
16	The Port Authority needs to	16	getting the resources, but the reality
17	separate the facilities in terms of	17	of the situation is the people who use
18	funding. Everybody is talking about	18	these facilities have already been paid
19	jobs and if you need to raise prices in	19	in full in 4.8 billion dollars, more
20	one area and give out jobs in another	20	than enough to replace all the
21	area.	21	facilities in question.
22	The Staten Island project is	22	So the question is, who should
23	profitable, that's the reality. That's	23	pay for the improvements? This proposal
24	the fact right now. 250 million dollars	24	is a disproportionate burden on the
25	in revenue right today and 150 million	25	Staten Island bridge users. They
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1	dollars in profit. That is a 60 percent	1	already paid in the system, they already
2	profit. They currently make a 60	2	pay the greatest percent of tolls in the
3	percent profit.	3	nation, more tolls in Staten Island than
4	This proposal makes a	4	in over 43 states combined.
5	disproportional burden on low income	5	It is inappropriate. It's unfair
6	households. It is a violation of a	6	and unjust for those poor and middle
7	federal presidential order. These	7	income people. Thank you.
8	facility don't deserve the needs.	8	I am a laborer, and I will agree
9	Look at the demographics. You	9	with and support this proposal. I have
10	can find the information. The reality	10	a family here in Staten Island, and I
11	is that poor people can't afford to use	11	totally agree with the proposal. Thank
12	the facilities and we have no mass	12	you.
13	transit options. You as a population of	13	MR. BUTCHER: Elseer Ferrara.
14	a million and a half people, you have no	14	Thank you for taking this
15	mass transit except the Bayonne.	15	opportunity to hear our thoughts. I
16	These are excessive tolls, these	16	just wanted to point out a couple of
17	are above and beyond what is normal and	17	things to the Port authority.
18	appropriate for the services provided.	18	Recently the MTA recorded that
19	You talk about islands, you talk about	19	its revenues, specifically for the
20	mobility, that is fine, but these prices	20	summers months were down. One reason
21	are above and beyond. These facilities	21	they cited in particularly as to the
22	easily self pay for themselves.	22	reason for that was lower than expected
23	My team looked at the history, we	23	travel across the Verrazano Bridge as
24	went back from data from the 1920's,	24	the reason for that.
25	found the financial information. The	25	Just one thing to kind of point

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1	out to the board is that should these	1	statement?
2	proposed toll increases go into effect,	2	My name is Karl Peters. I live
3	it will quickly become more profitable	3	in Great Hills and I work in New Jersey,
4	for your average commuter to pay that	4	and I use the Outerbridge to get to work
5	toll to the MTA as opposed to leaving	5	for about 30 years.
6	Manhattan going into New Jersey and then	6	I am befuddled by the fact that
7	coming over one of the Goethels Bridge,	7	we need toll increases to fix the George
8	the Bayonne Bridge or the Outerbridge.	8	Washington Bridge cables when the bridge
9	With the current cost structure	9	nets out over 260 million dollars a
10	of that plan as opposed to the Staten	10	week.
11	Island resident fee to cross the	11	It seems either way that the Port
12	Verranzano Bridge, you could very well	12	Authority in this hearing process I
13	increase these tolls and I'm sure the	13	think is being disingenuous. We all
14	MTA would appreciate finding that	14	know it is unreasonable to have all the
15	increased revenue is just not happening	15	hearings in August three days before the
16	because magically people are stop using	16	board is going to make a decision. Does
17	the Port Authority bridges.	17	anybody believe that the decision is not
18	Secondly, I want to point out the	18	made already?
19	cable replacement on the George	19	When we talk about projects, it
20	Washington bridge. If it's necessary, I	20	is not that we don't need the safety
21	absolutely believe it should be done,	21	projects. I am happy to fund the cost
22	and all these safety procedures, it	22	of using those bridges, but when I look
23	should be done.	23	at the Port Authority report, the bus
24	I was personally raised in Staten	24	terminal 89 million dollars, let's not
25	Island my entire life. I think I have	25	get into the World Trade Center, which
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1	been over the George Washington three	1	is a bottomless pit.
2	times and that was probably on school	2	We realize the Port Authority is
3	bus trips. And yes, I want the bridge	3	facing historical fiscal challenge. How
4	to be safe for myself and my children	4	we react to this challenge will impact
5	and future generations, but why should	5	the family. Thank you.
6	me as a Staten Islander pay for the	6	My name is Stanley Kosic. I am a
7	increase cost? Why don't we have a	7	laborer of 78. I support the Port
8	structure designed specifically to	8	Authority plan, and in order to fix all
9	charge that added money for the George	9	bridges and tunnels, I support that.
10	Washington bridge? The port of New	10	Thank you.
11	York, the Bayonne bridge.	11	My name is Louis Montalvo. I
12	And also I would like to point	12	understand the necessity about repairing
13	out as a Staten Island resident with	13	the bridges and tunnels. We need this
14	multiple family members that live in New	14	to rebuild the bridges to create a
15	Jersey, me the only one in Staten	15	better economy. Everybody here day
16	Island, currently with the commuter	16	after day we need jobs. This is
17	discount, I go over the Outerbridge	17	opportunity here. This is important and
18	enough to make my bill \$250.00 a month	18	an opportunity for everyone. I support
19	on average, so a 50 percent toll	19	this project. Thank you 100 percent.
20	increase would hurt. Thank you.	20	Daniel Krupinski. I'm a proud
21	My name is Heath Gadek. I	21	member of 78. The bridges are in
22	support the increase and the jobs.	22	terrible condition. We have to support
23	Thank you.	23	this project in order to drive in New
24	MR. BUTCHER: Is there anyone	24	York for safety for all of us. Our
25	else that would like to make a	25	families go first. See you all tonight.

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1 Thank you.

2 Freddie Andaluz. You heard about  
3 numbers and everything that people are  
4 talking about. I have a seven year old  
5 daughter. I travel with my daughter to  
6 the bridges and tunnels and I don't want  
7 in the future to see a big problem. My  
8 daughter grow up already and something  
9 happen with that bridge.

10 Let's talk about something else.  
11 Safety for all children because in a  
12 couple of years everybody in here is  
13 going to be 50, 60, 70 years old, and we  
14 are not going to be driving, our kids  
15 will be. What kind of future do we  
16 expect for our kids when bridges are  
17 about to collapse. Lets think about  
18 safety people. Thank you.

19 MR. BUTCHER: Is there anyone  
20 else here that would like to speak?

21 Let the record reflect that no  
22 one else here answered to the  
23 affirmative the time is now 10:38 and  
24 this mornings hearing is concluded.  
25 Thank you very much.

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1  
2 CERTIFICATE

3  
4  
5 I, Deborah L. Giugliano, do  
6 hereby certify:

7  
8 That this is a true record of the proceedings.

9  
10 I further certify that I am not  
11 related to any of the parties to this action by  
12 blood or marriage, and that I am in no way  
13 interested in the outcome of this matter.

14  
15 IN WITNESS WHEREOF, I have hereunto  
16 set my hand this \_\_\_\_ day of \_\_\_\_\_, 2011.

17  
18  
19 Deborah L. Giugliano, Court Reporter  
20  
21  
22  
23  
24  
25

A				
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