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STATE OF NEW JERSEY
TURNPIKE AUTHORITY
PUBLIC HEARING

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IN RE: NOTICE OF PUBLIC HEARING :
For TOLL ADJUSTMENT AND :
ESTABLISHMENT OF A NEW TOLL :
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Transcript of proceedings taken on
March 18, 2020 at 1:00 p.m. at the New Jersey Turnpike
Authority Executive Offices, 1 Turnpike Plaza,
Woodbridge, New Jersey before Robert J. Carroll,
Director of Law.

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For the Turnpike: NEW JERSEY TURNPIKE AUTHORITY
By: ROBERT J. CARROLL, DIRECTOR
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For the Department
of Transportation: STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
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By: GREGORY A. LeFROIS, VICE
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25SPEAKER:

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Diane Gutierrez-Scaccetti

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Gregory A. LeFrois, PE

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PUBLIC SPEAKER:

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1 MR. CARROLL: Good afternoon
2 everyone. First of all, welcome to our
3 approximately 40 attendees and those in our
4 audience to the stream that's being done
5 live.

6 My name is Robert Carroll, and I'm the
7 Director of Law at New Jersey Turnpike.
8 It's now 1 p.m. on Wednesday, March 18,
9 2020, I will be serving as the hearing
10 officer this afternoon.

11 This hearing is being held to allow
12 for public comment on the proposed toll
13 adjustment and establishment of the new
14 toll all in support of the authority
15 capital program for the New Jersey Turnpike
16 and Garden State Parkway. The hearing is
17 being conducted pursuant to N.J.S.A.
18 27:23-5.10 and 5.11.

19 The purpose of this hearing is to take
20 public comment. This is not a question and
21 answer session, but to the extent that
22 basic questions can be answered, we will
23 attempt to do so.

24 Please also see the detailed
25 information on the many informational

1 boards displayed here as well as the
2 additional information that will be posted
3 online on our website. Importantly, this
4 hearing being live streamed will have a
5 link on our website, NJTA.com, which you
6 can go to, click on and be able to see the
7 hearing in it's entirety.

8 You obviously do not have to be here
9 or in Camden to see these proposals. They
10 are going to also be posted after the
11 hearing is complete. In addition to this
12 hearing, the Authority will hold one
13 tonight at 6 p.m. at Camden County College
14 in Sicklerville. The Authority is also
15 accepting written comments, written
16 comments can be mailed, hand delivered or
17 couriered to the Authority at the office
18 of, and I will give the address now,
19 Executive Director, New Jersey Turnpike
20 Authority, 1 Turnpike Plaza, Post Office
21 Box 5042, Woodbridge, New Jersey 07095.
22 Written comments may also be e-mailed to
23 the Authority at
24 njtapubliccomments@njta.com.

25 So there are two separate methods for

1 you to reach us with your comments in
2 writing. The same addresses for e-mail and
3 mailed written comments or questions are
4 also depicted on display boards in this
5 hearing.

6 This is important. We have extended
7 the deadline for written comments and
8 e-mails. All written comments must be
9 received by the Authority no later than 5
10 p.m. on Friday, April 3rd, 2020. That
11 means we should be in receipt of any
12 comments by that time. The Authority will
13 address all comments and all questions and
14 report to the New Jersey Turnpike Authority
15 Board of Commissioners. After they close
16 the comment period, a final hearing report
17 will also be posted on the Authority's
18 website again at www.NJTA.com.

19 Now, let me discuss the hearing
20 protocol, the content of the hearing
21 itself. Formalities are simple, the
22 hearing will be conducted according to
23 these specific rules: First, all members
24 of the public that wish to speak this
25 afternoon must register at the registration

1 table located in the lobby of this
2 building. All public speakers will be
3 afforded up to five minutes. The remaining
4 time cannot be assigned to another speaker.
5 However, we note that there is no limit on
6 the length of written comments or e-mail
7 comments.

8 Second, for those that do speak please
9 be advised that I will let you know when
10 you have approximately 30 seconds of the
11 allotted five minutes. We'll be using this
12 nifty timer here for your convenience and
13 also to keep track.

14 Third, the proceedings are being
15 recorded by a certified court reporter and
16 as I noted already, are also being live
17 streamed.

18 Fourth, when you approach the
19 microphone we ask that you please state
20 your name clearly, spell your last name and
21 identify your town of residence so that the
22 court reporter can put it in the official
23 record.

24 And finally again, all written
25 comments will be accepted and entered into

1 that record until April 3rd. We ask that
2 all attendees demonstrate courteous
3 behavior for the benefit of those in
4 attendance as well as those who are
5 speaking and obviously those who are
6 watching online.

7 Please turn off all cellphones and
8 other electronic communication equipment
9 and keep side conversations to a minimum to
10 enable everyone to hear the speakers.

11 Also, we would request that you
12 respect social distancing recommendations
13 that have been pretty well nationalized.

14 Before we commence with public
15 comments, we will first have two
16 presentations concerning the capital plan
17 and the records of funding proposals. The
18 first presenter will be Diane
19 Gutierrez-Scaccetti, Commissioner of the
20 Department of Transportation and
21 Chairperson of the New Jersey Turnpike
22 Authority to provide a presentation on the
23 capital program and proposed tolls in
24 support of the capital program.
25 Commissioner.

1 MS. Gutierrez-Scaccetti: Thank
2 you Bob. Before I begin the presentation,
3 I would like to make some general remarks.
4 Many have asked and more have wondered why
5 these hearings are moving forward given the
6 current environment. These hearings are
7 the beginning of a process to approve
8 funding of a new capital program that began
9 before our current circumstances. The
10 program will sustain tens of thousands of
11 jobs in the coming months and years and
12 help to maintain and strengthen the
13 transportation network that provides a
14 substantial competitive edge for New Jersey
15 in a highly competitive regional, national,
16 and global economy.

17 Today we are experiencing the economic
18 impact of COVID-19. Not unlike other
19 periods of economic downturn, public works
20 projects sustain us in recovery efforts and
21 help to stimulate a livened economy.

22 As recently as this morning, the press
23 has reported that the White House has
24 emphasized the need for a stimulus package
25 at the national level to ensure a quick

1 economic recovery. The proposed NJTA
2 capital plan is amongst the strongest
3 economic stimulators for the State of New
4 Jersey.

5 Many of you have heard the expression
6 that the three most important criteria in
7 real estate are location, location,
8 location. New Jersey is just that, a prime
9 location to attract domestic and
10 international firms to make New Jersey
11 their home and what does that bring? New
12 jobs and new opportunity.

13 Whether in the revitalization of
14 abandoned office space with new corporate
15 headquarters, or state of the art warehouse
16 facilities and distribution facilities with
17 convenient access to the New Jersey
18 Turnpike, the transportation network must
19 continue to be strengthened, whether in
20 good times or in tough times. The
21 publications, Site Selection and Area
22 Development, rank transportation as the
23 second most important factor in siting a
24 new facility.

25 While the details of this program will

1 be discussed shortly, it is also important
2 for me to say very affirmatively that the
3 whole transportation system must be
4 balanced. The press has reported that the
5 Senate President has called for the
6 continuation of the revenue stream from the
7 New Jersey Turnpike Authority to New Jersey
8 Transit. We will examine that request and
9 advise the administration as to what is a
10 sustainable funding amount without
11 jeopardizing any of the very important
12 capital projects presented here today.

13 For today's protocol please note that
14 this room was sanitized just prior to this
15 meeting. Chairs are set up at an
16 appropriate distance in keeping with social
17 distancing, the microphone will be wiped
18 clean between speakers, and hand sanitizer
19 is available at the entrances. Now, let me
20 begin my presentation.

21 To those of you here in the room with
22 us and those watching the live stream on
23 the Internet, welcome and thank you for
24 your participation. We're here today to
25 talk about how the Turnpike Authority

1 proposes to raise the revenue necessary to
2 fund its next capital program. The capital
3 program we're proposing will keep tens of
4 thousands of women and men at work, will
5 help drive New Jersey's economy, and will
6 bolster mobility and improve safety on two
7 of New Jersey's most important highways for
8 generations to come.

9 Let's start by talking about how we
10 propose to create a reliable, sustainable
11 source of funding to pay for these
12 improvements.

13 The Turnpike Authority receives no tax
14 money from any source. 95 percent of the
15 Turnpike Authority's revenue comes from
16 tolls paid by the people who use the
17 Turnpike and Parkway. The remainder is
18 generated from service areas, the PNC Bank
19 Arts Center, fiber optic and cell tower
20 rents, and other relatively small,
21 miscellaneous sources. Building the
22 projects necessary to ensure mobility,
23 sustain the economy and keep people at work
24 means raising additional toll revenue. The
25 Turnpike Authority has no other means to

1 pay for this work.

2 Under our proposal, the average toll
3 on the Turnpike will go from \$3.50 to \$4.75
4 and the average toll on the Parkway will go
5 from \$1.11 to \$1.41. The toll schedules
6 with the proposed new rates are posted on
7 the boards in the other room and are
8 available on the Turnpike Authority
9 website, www.njta.com.

10 Under the Turnpike Authority's
11 proposal, tolls will be indexed starting in
12 2022. Indexing means that there will be
13 modest annual increases to keep up with
14 rising cost. This will create a reliable
15 source of funding into the future. The
16 annual increases would be capped at 3
17 percent. There are two other changes to
18 the toll schedule being proposed. I want
19 to describe them to you even though they
20 will not affect most drivers and are not
21 included here as ways to raise additional
22 revenue.

23 First is a new toll on a ramp we're
24 calling 19W. Interchange 19W provides a
25 direct connection between the western spur

1 of the New Jersey Turnpike and the
2 Meadowlands Complex. It was built in 1977.
3 Historically, it has been opened only on
4 days when there is a Giants or Jets game or
5 some other large event at the complex. The
6 Authority now plans to leave Interchange
7 19W open all the time.

8 Drivers going to games, concerts, or
9 races at the complex or visiting the
10 American Dream Experience will be able to
11 exit directly from the Turnpike. This
12 means they won't have to go out on to Route
13 3 to access the complex. They will pay the
14 same toll at 19W that they would have paid
15 at 16W if the ramp had not been opened.

16 The other change being proposed is the
17 discount for buses. Buses now pay
18 different rates on the Turnpike and
19 Parkway. In some cases different types of
20 buses pay different rates on the same road.
21 This proposal would create a standard 40
22 percent discount for all buses. None of
23 the other discounts offered to New Jersey
24 EZ-Pass customers is being changed. The
25 terms of the discounts for senior citizens,

1 drivers of low emission vehicles, and
2 others would not be affected by this
3 proposal.

4 With the proposed increase, the toll
5 rates on the Parkway and the Turnpike will
6 remain in line with the rates drivers pay
7 on other US toll roads. The chart shows
8 the 47 US toll roads ranked from lowest
9 cost per mile to highest and as you can
10 see, the Parkway is rated 14th and the
11 Turnpike 27. That is with the proposed
12 increase included.

13 Under this proposal, total adjustments
14 are applied equally across all classes of
15 vehicles. As you can see on this chart,
16 the rates trucks pay on the Turnpike and
17 Parkway would remain in line with other
18 toll roads around the country. This slide
19 is rather small for you to see but it's on
20 a board out in the lobby if you need to see
21 it.

22 The Turnpike Authority has a history
23 of carefully planned, tightly managed,
24 capital programs. We get value for the
25 money we spend by building projects that

1 include mobility and safety and have a real
2 impact on the lives of people who travel on
3 the Turnpike and the Parkway. What I'm
4 talking about in the simplest terms is a
5 value for your dollar. The Turnpike
6 Authority has delivered value for your
7 dollar with the past capital programs. The
8 Turnpike Authority will continue to do so
9 with the capital program we're here to
10 discuss today.

11 This slide shows the list of capital
12 projects that were included initially in a
13 2008 capital program. As you can see, the
14 Authority proposed spending 7 billion
15 dollars to build 31 projects. And this
16 slide shows what the Turnpike Authority
17 eventually did with that 7 billion dollars.
18 The original plan called for 31 projects,
19 we ended up building 39 projects without
20 changing the cost. So let's talk about a
21 few of those projects.

22 This was one of the worst bottlenecks
23 in New Jersey, the Turnpike between
24 Interchanges 6 and 9. If you went through
25 there, you knew you were going to sit in

1 traffic for a long time. The 2008 capital
2 program included a major widening in this
3 area. One hundred seventy lane miles were
4 added for most of the distance, the
5 capacity was doubled. Because of that
6 investment, this project has given drivers
7 back the 10, 15, or 20 minutes a day that
8 they used to spend sitting in traffic here.
9 Even more importantly, their trip is safer.
10 The crash rates in the corridor are now 50
11 percent lower than they were before the
12 widening started. The original budget for
13 this project was 2.5 billion dollars. The
14 final cost came in more than 300 million
15 dollars below that.

16 We promised you a value for your
17 dollar and I think you have to agree that
18 we delivered. If you travel on the Parkway
19 along the Jersey Shore, either because you
20 live there or are visiting during the
21 summer, you know that the Turnpike was not
22 the only congested toll road in New Jersey.
23 The Parkway in Cape May, Atlantic,
24 Burlington, and Southern Ocean Counties,
25 had two lanes in each direction in 2008,

1 just like it did when it opened in the
2 1950s. The congestion was relieved by
3 adding a third lane in each direction for
4 45 miles between South Toms River and Egg
5 Harbor Township. When the 2008 capital
6 program was adopted, there was only enough
7 money to widen the Parkway for 17 of those
8 45 miles. The money for the other 28 miles
9 came from the savings on the Turnpike
10 widening and other projects.

11 I'm just going to flip through some
12 slides of a few other important projects
13 that were completed under the past capital
14 program. Many of the major bridges on the
15 Turnpike and Parkway were more than half a
16 century old and in need of repair or
17 replacement when the last capital program
18 was adopted. Redecking, rehabilitating,
19 and in some cases, widening those
20 structures was an important component to
21 the 2008 capital program.

22 Here are a few examples: The Casciano
23 Bridge over the Newark Bay on the Newark
24 Bay Hudson County Extension of the
25 Turnpike; this is the Lewandowski Bridge

1 over the Hackensack River on the Eastern
2 Spur of the Turnpike, it underwent
3 extensive renovation; this is the Great Egg
4 Harbor Bridge on the Parkway, an important
5 route for South Jersey shore towns and an
6 important evacuation route in the event of
7 a hurricane or other coastal storm event.
8 The original southbound bridge which was
9 built in 1954 was demolished. The
10 northbound structures which were added in
11 1973 were rehabilitated and a brand new
12 southbound crossing was built parallel to
13 the northbound ones. This was a 250
14 million dollar project. There was not
15 enough money for it in the original capital
16 proposal in 2008. It was one of the
17 projects we were able to add later because
18 of the money that was saved on other
19 projects.

20 Improvements were made at more than a
21 dozen interchanges on the Turnpike and
22 Parkway in the last capital program. These
23 interchanges were designed in the middle of
24 the 20th century and were unable to handle
25 the demands we placed on them. This is

1 interchange 14A in Bayonne. Fifty thousand
2 vehicles went through there, traffic backed
3 up onto the Newark Bay extension because of
4 the congestion at the toll plaza. The
5 situation was only going to get worse as
6 the port facility in Bayonne continued to
7 grow.

8 This photo shows the completed
9 project. The toll plaza was widened, a
10 roundabout was built to improve traffic
11 flow between the toll plaza and the local
12 road Avenue E, Ramps were added, a new
13 connector bridge was built. The project
14 reduced congestion at the toll plaza and on
15 the extension. It improved access for
16 people who live and work in Bayonne and for
17 trucks traveling to the port facility. And
18 it boosted local economic development
19 efforts by promising an easier trip into
20 and out of the city.

21 This is Interchange 163 on the
22 Parkway. This project improved access to
23 Route 17 by moving the exit from the left
24 side of the Parkway to the right side.
25 There were three at grade crossings in

1 Middle Township at the southern end of the
2 Garden State Parkway. They were controlled
3 by the only three traffic lights you will
4 find on the main line of either toll road.
5 They were always congested during the
6 summer months and they had unacceptable
7 crash rates.

8 This project got rid of the at grade
9 crossing at all three intersections by
10 building bridges to carry the Parkway
11 traffic over the local roadways.

12 But that's enough about the last
13 capital program. It was very successful.
14 A lot of important work was done, work that
15 created jobs, boosted the economy, and
16 improved the quality of life for drivers
17 who depend on the Turnpike and Parkway, but
18 we can can't rest on our laurels.

19 With this proposal, the Turnpike
20 Authority is introducing a list of capital
21 projects it intends to undertake in the
22 coming years. You can see some of the
23 highlights here. Capacity improvements in
24 congested areas, fixing inadequate
25 interchanges, and rehabilitating

1 eighty-year plus old bridges. And you can
2 see that the projects are spread out around
3 the state and that areas where less work
4 was done under the last capital program
5 will be getting the most attention under
6 this one.

7 Greg LeFrois will now be talking about
8 some of the project specifics in just a few
9 moments. The toll roads were a vision
10 given to us from previous generations.
11 They built them at a time when New Jersey
12 desperately needed highway capacity. The
13 openings ushered in an era of unprecedented
14 economic growth for our state and allowed
15 all of us to enjoy the benefits of what
16 economists have called New Jersey's World
17 Class Transportation Driven Economy.

18 By continuing to invest in the toll
19 roads, we will sustain jobs, grow the
20 economy, and expand upon the vision for
21 true mobility for generations to come. I
22 will now turn it over to Greg.

23 MR. CARROLL: Thank you Chair for
24 that presentation. I'd like to reiterate
25 there are approximately three dozen

1 informational and project display boards
2 posted in and around the hearing room that
3 provide additional details about the
4 Authority's proposals. We also have
5 Authority representatives posted in the
6 rear and outside the hearing room who are
7 wearing public hearing staff credentials
8 and who may also be able to help you today
9 or provide information about any future
10 written inquiries.

11 I also note that there are ten new
12 toll schedules that are depicted on
13 approximately ten display boards. As the
14 Chair has indicated, the next presenter is
15 Greg LeFrois of the HNTB Corporation who
16 are the Authority's general consulting
17 engineers.

18 MR. LEFROIS: Thank you, Bob. I'm
19 the project manager for HNTB for our
20 consulting engineering services to the New
21 Jersey Turnpike Authority. I will be
22 summarizing the proposed 2020 capital
23 program that will be partially financed
24 with these toll adjustments.

25 First I'd like to start out with a

1 little bit of history in terms of how we
2 put together the capital program. The
3 Authority's Board of Commissioners adopted
4 a new strategic plan in 2019. That
5 document is posted on the Authority's
6 website. The strategic plan identifies the
7 Authority's vision and goals and also
8 describes their core values which includes
9 safety, diversity, innovation,
10 transparency, state of good repair,
11 customer satisfaction, resiliency, and
12 sustainability, and finally long term
13 financial stability.

14 In alignment with the strategic plan
15 and the Authority's core values, the long
16 range capital program was developed with
17 the input of all Authority departments.
18 That capital program is being presented
19 here today. I would like to summarize the
20 proposed capital program for both the
21 Garden State Parkway and the New Jersey
22 Turnpike.

23 There are a number of statewide
24 projects that I would like to start out
25 with. Most of these projects are state of

1 good repair type projects within the
2 program that occur on both the Parkway and
3 the Turnpike at various locations around
4 the state.

5 The projects include multiple
6 contracts for resurfacing, bridge
7 rehabilitation and replacement, drainage
8 improvements, median barrier improvements,
9 lighting upgrades with LED fixtures and
10 circuit replacements, technology upgrades
11 authority-wide, and other state of good
12 repair type projects. In all, there are
13 about a dozen state-wide projects that are
14 proposed with a value of approximately 4.6
15 billion dollars.

16 Next, I would like to talk about
17 capacity enhancement projects. These are
18 planned to occur also on both roadways and
19 include the following typical projects:
20 The Garden State Parkway between milepost
21 98 in Wall Township to milepost 163 in
22 Paramus, a value of approximately 5.4
23 billion dollars. The Garden State Parkway
24 between Interchange, or excuse me, milepost
25 80 and 83.

1 New Jersey Turnpike Interchanges 1 to
2 4 at a value of about 1.1 billion dollars;
3 the New Jersey Turnpike Newark Bay Hudson
4 County extension for its full length, a
5 value of about 4.3 billion dollars; the
6 Turnpike westerly alignment reconstruction
7 for its full length, approximately 5.1
8 billion dollars; Turnpike main line at
9 Interchange 13; and finally the Delaware
10 River Turnpike Bridge replacement at a
11 value of approximately 500 million dollars.

12 Overall, capacity enhancement projects
13 are valued at about 16.7 billion dollars.
14 To continue the work started in 2008,
15 various interchanges on both the Parkway
16 and the Turnpike will be improved, at an
17 approximate value of about 265 million
18 dollars.

19 Relative to resiliency and
20 sustainability projects, there's a major
21 project on the Garden State Parkway for
22 flood zone remediation between Bass River
23 and Mullica River at Great Egg Harbor
24 valued at approximately 1.4 billion dollars
25 to raise the grade above 100 year flood

1 levels.

2 Other projects that I previously
3 mentioned that are included in the proposed
4 program have sustainability and resiliency
5 components as part of those projects as
6 well.

7 As Bob mentioned, there are display
8 boards in the foyer that provide more
9 details on selected projects that are
10 included in the proposed capital program.
11 We focused on projects within the vicinity
12 of this public hearing here in Woodbridge,
13 there are also technical staff that can
14 help answer your questions and explain more
15 details about those projects.

16 The proposed capital program contains
17 a variety of state of good repair projects
18 that can be quickly implemented. These
19 projects will bring jobs to the design and
20 construction industry this year and for
21 years to come which is important to New
22 Jersey's overall transportation network and
23 economy.

24 This will also help the ancillary
25 industries that generate income from a

1 robust construction environment such as
2 material suppliers, food vendors, and
3 related small businesses. There are also
4 larger projects that will now have the
5 long-term and sustainable funding necessary
6 to complete them due to their complex
7 nature and rigorous environmental process.

8 This will provide additional help to
9 sustain the transportation design and
10 construction industry in New Jersey for
11 years to come. I specifically want to
12 mention that there will be full adherence
13 to the required environmental process which
14 will include public hearings for individual
15 projects included in this capital program.
16 As a result you will have the opportunity
17 to learn more about specific projects and
18 provide comments on those individual
19 projects as they move forward.

20 In summary, these projects all replace
21 and upgrade infrastructure that is well
22 over 50 years old, they will improve safety
23 and mobility for commuters and truckers
24 alike, and provide a significant infusion
25 of jobs into New Jersey both in the

1 short-term and well into the future.

2 Thank you for your attention and for
3 attending this public hearing.

4 MR. CARROLL: Thank you Greg. I
5 now open the floor for public comments.
6 The way we're going to work this process, I
7 have a list of people who have registered
8 to speak, when I call your name I'm going
9 to ask you to come and approach the front
10 microphone.

11 Again, I remind everyone that when you
12 come to the microphone, please state your
13 name clearly, spell your last name, and
14 identify where you live in the State of New
15 Jersey or elsewhere. If you are seated in
16 the rear room and your name is called, an
17 Authority representative will bring you
18 forward.

19 So, the first speaker that has
20 registered is Mike Makarski.

21 MR. MAKARSKI: Thank you, Mike
22 Makarski, M-A-K-A-R-S-K-I, Bridgewater, New
23 Jersey.

24 I lead internal affairs for the
25 Engineers Labor Employer Cooperative, the

1 Labor Management Funds, the International
2 Union of Operating Engineers, Local 825.
3 On behalf of the nearly 7200 hardworking
4 men and women that we represent, as well as
5 the more than 1,000 signatory union
6 contractors who employ them, we are here in
7 support of the Turnpike Authority's toll
8 adjustment and establishment proposal.

9 As we all know, New Jersey is the most
10 densely populated state in our nation and
11 is a critical transportation corridor for
12 our entire region. Our roads, bridges, and
13 tunnels take a beating from both in state
14 and out of state drivers and they must be
15 continually maintained.

16 According to the recent statistics
17 released by this very agency, more than
18 half the drivers on the New Jersey Turnpike
19 are from out of state and nearly 25 percent
20 of the drivers traveling the Parkway are
21 from out of state as well. Increasing the
22 tolls on the Turnpike and Garden State
23 Parkway is the only way to ensure that
24 these out of state drivers clogging up our
25 roads pay their fair share for their

1 maintenance .

2 We will also be submitting some
3 detailed comments in the wake of the
4 current social distancing situation.
5 Commissioner, we thank you for your
6 leadership on this and thank you for the
7 opportunity to make a statement.

8 MR. CARROLL: Thank you Mr.
9 Makarski. The next speaker is Jerry
10 Keenan.

11 MR. KEENAN: Hi yes I'm Jerry Keenan,
12 K-E-E-N-A-N and I live in East Windsor
13 Township.

14 I have the testimony and I'll give it
15 to you, but mostly I'll just talk off the
16 top. The business part of it, my name is
17 Jerry Keenan, I'm Executive Vice President
18 for the New Jersey Alliance for Action.

19 Alliance for Action represents
20 thousands of New Jersey corporate, labor,
21 professional, academic, utility, and higher
22 education leaders. The Alliance's mission
23 is to improve New Jersey's economy through
24 the promotion of environmentally friendly
25 and responsible infrastructure investments.

1 For over 40 years the Alliance has
2 focused exclusively on infrastructure
3 issues important to New Jersey and the
4 region including transportation, water,
5 wastewater, coastal protection, harbor
6 dredging, energy and other infrastructure
7 issues.

8 Very simply, New Jersey Alliance for
9 Action supports this proposed capital
10 improvement program and toll adjustment
11 program introduced by the New Jersey
12 Turnpike Authority.

13 If you take a look around here today,
14 this is really a day that will go down in
15 history, it really is, it's a dramatic,
16 dramatic day. It reminds me of when they
17 first got together to talk about let's
18 build the George Washington Bridge, or
19 let's build the Lincoln Tunnel. Those
20 steps that our ancestors took back in those
21 years are directly affecting our lives and
22 how we're able to lead our lives today.
23 It's important for us to do the same for
24 our kids and our grandchildren and this is
25 the opportunity to do this.

1 I want to thank you Diane, Diane
2 Commissioner Scaccetti as director of the
3 Turnpike Authority years ago, John Keller
4 as the executive director now, but running
5 the capital improvement program years ago,
6 what you did in those years with the
7 widening program on the Turnpike and the
8 Parkway changed my life, it absolutely did.

9 I live in East Windsor Township, I get
10 on the Turnpike coming home every night at
11 exit 10, I would sit and I think I saw my
12 car in some of those pictures before. I
13 would sit in that traffic and it was
14 brutal, and it wasn't just one day a week
15 during the summer, it was every day of the
16 week, and God help me on Thanksgiving, on
17 the Wednesday before Thanksgiving trying to
18 get home, it was impossible. What you've
19 done has improved not only my life, but the
20 lives of everyone using that highway.

21 Now, my business, my company I travel
22 every inch of the state from the top
23 corners of Sussex County down to Atlantic
24 County, Cape May County. I've sat in
25 traffic nonstop, I've had the opportunity

1 to wave, say hello to the people who were
2 supposedly parked in the lane right next to
3 me on the Parkway, or on the Turnpike
4 throughout the state. This is the
5 opportunity to fix all that. These are
6 steps that need to be taken, like I said,
7 it is a quality of life issue, this is our
8 chance to take care of that.

9 The road, the bridge, the technology,
10 safety and tolling improvements are going
11 to change lives as I said and it's going to
12 change lives not for just everyone here in
13 this room, it's going to change the lives
14 of our kids, of our grandchildren, of our
15 great grandchildren for many, many years to
16 come.

17 So with that, the Alliance for Action
18 proudly supports this program and asks the
19 Turnpike Authority to approve it as quickly
20 as possible. Thank you very much for your
21 time.

22 MR. CARROLL: Thank you Mr. Keenan.

23 The next speaker is Zoe Baldwin.

24 MS. BALDWIN: Hello, my name is Zoe
25 Baldwin, B-A-L-D-W-I-N, I live in Neptune,

1 New Jersey and I'm the Director of
2 Government Affairs with Utility and
3 Transportation Contractor's Association.

4 On behalf of ourselves and our 1,000
5 plus member firms we would like to express
6 our strong support for the toll increases
7 proposed.

8 It's been nearly eight -- it's been
9 nearly nine years since the tolls were last
10 raised and the Turnpike Authority's capital
11 plans come to an end. There is just 400
12 million dollars left for important projects
13 that enhance safety, relieve congestion,
14 and improve access onto and off of the
15 Turnpike and the Parkway.

16 While no one likes to pay more,
17 everyone wants a better, faster commute.
18 Increasing tolls will afford the Turnpike
19 Authority the resources it needs to
20 continue providing us with the same premium
21 service that we've come to expect.

22 After the last increases, drivers were
23 able to immediately see their toll dollars
24 put to work in the form of paving, shoulder
25 improvements, and major widening projects

1 on both roadways that noticeably reduce
2 construction -- congestion.

3 In this way the planned toll increases
4 will help strengthen our state by reducing
5 traffic, creating jobs, and stimulating the
6 construction and design industries.

7 It is critical that we continue this
8 investment in our transportation system for
9 the sake of our commutes and our economy.
10 We're also very much in support of the
11 increases being indexed to inflation but
12 subject to a reasonable cap. This is
13 common sense fiscal policy that was applied
14 to the gas tax and should be applied here.

15 Over one million dollars annually
16 hangs in the balance and the projects
17 funded under this plan will put thousands
18 to work and help commuters and commerce get
19 around and through our state faster.

20 Again, thank you for this opportunity
21 to testify. On behalf of New Jersey's
22 Infrastructure Builders, we urge you to
23 move forward with this proposal.

24 MR. CARROLL: Thank you. Okay,
25 next is Mr. Bob Briant, Jr.

1 MR. BRIANT: Thank you Commissioner,
2 those on the board also. You just heard
3 Zoe Baldwin present our testimony, however
4 I was asked to come today on behalf of New
5 Jersey Asphalt Paving Association, your
6 executive director Kevin Monaco couldn't
7 make it so he asked me to read a very brief
8 letter of support so I hope you can indulge
9 me.

10 This statement of support is from the
11 New Jersey Asphalt Paving Association, they
12 represent approximately 110 companies
13 throughout New Jersey who manufacture and
14 place asphalt pavements throughout the
15 state. Our membership represents 100
16 percent of the market share of asphalt
17 production in New Jersey. Our members
18 employ 5,000 people and they're good paying
19 jobs.

20 This proposal to increase tolls is
21 fiscally prudent, it will help alleviate
22 traffic congestion, promote economic
23 growth, create tens of thousands of jobs,
24 most importantly improve safety.

25 New Jersey Turnpike is an economic

1 engine not only for New Jersey but also for
2 our entire nation. Having a
3 well-maintained and robust transportation
4 network is critical to allow the flow of
5 products and people throughout the state
6 and region, is more important and prudent
7 and cost efficient over long-term the
8 raised fees modestly and pay for needed
9 improvements.

10 You get the gist of what Mr. Monaco
11 was saying on their behalf, but I want to
12 point out one thing, is that yes we need
13 this, this is the -- our region of the
14 country is the second largest consumer
15 market in the world. We need to have
16 free-flowing products, people going to
17 work, and services. If we don't maintain
18 these roadways this is going to have severe
19 economic results in this state. And if you
20 look at it right now, I think we're looking
21 at some very difficult economic times
22 coming ahead.

23 The investments that you folks will be
24 making in our transportation system not
25 only is going to pay and provide direct

1 jobs, tens of thousands of jobs, but think
2 about all the materials that go into these
3 products.

4 This investment is not going to China,
5 things made in China, it's not going to be
6 made in things made in Brazil or Europe.
7 These materials and products are made right
8 here in this state, our asphalt, our
9 concrete, our aggregate, our soils. So you
10 think about those manufacturing facilities,
11 our concrete pre-cast products, pipe, we
12 have a pipe manufacturer right here in the
13 state, it's all made here in this state.

14 So you want to talk about an effect on
15 this state's GDP, and construction on a
16 nation basis is one of the biggest GDP
17 providers in this country. It produces
18 more than farming and manufacturing, but
19 they're all for the economy.

20 So not only what you're doing is going
21 to benefit all the commuters of the state,
22 but it's going to have a tremendous amount
23 of economic stimulus and job security for
24 many, many people in this state. I think
25 the timing is perfect because I think we're

1 headed for some rough seas when it comes to
2 the economy.

3 So I thank you for your leadership,
4 Commissioner and the request of those on
5 the board and also the governor, hopefully
6 he'll look kindly upon this. Thank you
7 greatly.

8 MR. CARROLL: Thank you Mr. Briant.
9 The next speaker is Joe Fiordaliso.

10 MR. FIORDALISO: Madam Chair my name
11 is Joe Fiordaliso, F-I-O-R-D-A-L-I-S-O and
12 I'm the president of the American Council
13 of Engineering Companies of New Jersey
14 which is based in Trenton.

15 I rise in strong support of the
16 proposed plan today. I'll submit written
17 testimony for the record but I would like
18 to highlight a few key points while I'm
19 here.

20 Engineers know better than anyone that
21 without proper investment our
22 transportation infrastructure will not
23 remain in good working order. The Turnpike
24 Authority is at the end of its current long
25 term capital program and without additional

1 investment, a new program cannot succeed.

2 The Authority's needs over the next
3 twenty years are significant as have been
4 discussed and are available in the
5 presentation materials.

6 The Authority has a strong track
7 record of spending toll revenues wisely.
8 The same professionals charged with
9 delivering the next program are largely
10 responsible for the successes of the
11 recently concluded one which you outlined.
12 For example, the Turnpike 6 to 9 widening
13 was delivered on time and under budget by
14 300 million dollars.

15 New facilities at rest stops have
16 drastically improved the customer
17 experience for travelers, and pavement has
18 been constantly maintained so that we all
19 have a smooth ride regardless of our
20 destination.

21 Based on current and future needs and
22 the past performance of the Authority, this
23 proposal is absolutely appropriate and
24 warranted. In light of everything we're
25 dealing with in our nation at the moment, I

1 do wish the timing of this hearing were
2 different as you indicated, Madam Chair.
3 However, our capital needs just can't wait.

4 The Authority has always done right by
5 New Jersey's nine million residents and the
6 motoring public and so I'm pleased that
7 these hearings are proceeding and I thank
8 everyone for taking the appropriate
9 precautions, including the spraying of the
10 microphone, I appreciate that.

11 The proposed toll increases are
12 significantly less than past adjustments.
13 Indexing will make sure that the tolls keep
14 pace with rising costs and eliminate the
15 need for large increases in the future.

16 I want to commend the Executive
17 Director, John Keller and his team of
18 professionals for developing this proposal.
19 On behalf of ACEC's 125 member firms and,
20 5,000 New Jersey employees, I strongly urge
21 the Authority's board and Governor Murphy
22 to approve it.

23 I also would like to take a moment of
24 personal privilege to offer my personal
25 endorsement of the proposal. Commissioner,

1 as you know I serve as Chief of Staff of
2 the Department of Transportation under two
3 different governors. I served as a member
4 of Governor Murphy's transition team for
5 transportation and infrastructure alongside
6 of you, I served on the board of several
7 prominent transportation advocacy and think
8 tank organizations although I'm not
9 speaking on their behalf today.

10 I've been deeply involved with
11 transportation policy issues over the past
12 fifteen years and I have a keen
13 understanding of the infrastructures facing
14 our state and our region.

15 As such and simply put, it is critical
16 that this proposal be enacted. It's
17 critical to the condition of our roads,
18 bridges, and transit systems, critical to
19 the ability of our residents to travel
20 throughout our state, critical to the
21 health of our economy, and for all these
22 reasons I ask the board to pass this plan.
23 Thank you very much.

24 MR. CARROLL: Thank you Mr.
25 Fiordaliso. Next speaker is Denis Brady.

1 MR. BRADY: Good afternoon my name is
2 Denis, D-E-N-I-S Brady, B-R-A-D-Y, I live
3 in Matawan.

4 I would like the board members to
5 remember this figure, 35 million 193
6 thousand, okay, we have that in our heads.
7 In 2000--and whatever year it was the last
8 time you asked for a toll increase, I was
9 the man that came in and said yeah, as a
10 matter of fact put a toll plaza in at 120,
11 News 12 made me look like a fool.

12 Here we are again, and I'm saying go
13 right ahead, I agree with your tolls, I
14 agree with the past people have stipulated
15 up here, but close the gaps on the Parkway.
16 They're wide open. I told you you would
17 destroy my street, you told me well you're
18 putting up signs that say Waze program I
19 believe it was at that point, it didn't
20 work. Waze turned into a computer program,
21 Google has a computer program, all you have
22 to do is ask them how do I get on the
23 Parkway without paying? 120.

24 Based upon an open public record that
25 I got, the number for your record is 6753.

1 That's where the 35 million 193 thousand
2 comes from 2012 to January 1st. That's
3 four holes in the Parkway. You've got
4 holes up and down the Parkway.

5 They get on and off at Cheesequake,
6 they get on and off at Belmar, close the
7 holes. Everybody pays to get on, everybody
8 pays to get off, and you're gonna see a
9 substantial increase including the hole at
10 9 where we all merge in traffic to get on 9
11 and the Parkway. That's all I'm asking.
12 Close the holes and save some local
13 neighborhoods. Thank you.

14 MR. CARROLL: Thank you. The next
15 speaker is Ciro Scalera.

16 MR. SCALERA: I'll start this
17 first, my name is Ciro Scalera, I'm
18 Director of Government Relations for the
19 Laborers International Union of North
20 America, LIUNA. With me I have close to
21 300 postcards signed by and addressed by
22 our members just in Northern New Jersey.
23 Tonight you'll receive a similar number
24 from our South Jersey members.

25 This proposal and it's approval is

1 very important to them and it's why I'm
2 here today and it's why I bring you these.
3 I'll also leave a copy of my statement.

4 MR. CARROLL: Thank you. For the
5 record, I'm going to be marking the first
6 exhibit that was given by Mr. Keenan as
7 exhibit number 1 and I'll date that for
8 today, and this packet of signed cards as a
9 whole I'll just mark as exhibit number 2.
10 And there's also an accompanying statement
11 and because that ties in, I'll make this
12 exhibit 2A. Okay sir, please continue.

13 MR. SCALERA: I'm not going to
14 repeat what's in my statement because I'm a
15 lobbyist for LIUNA in Trenton and I know
16 that's usually not greeted well.

17 I will point out though that we have
18 45,000 members in the region and 11,000 in
19 our two heavy highway locals north and
20 south. And we have historically and
21 traditionally like so many of the other
22 organizations we've heard today, supported
23 prudent, and needed investment in New
24 Jersey. I spend most of my time in Trenton
25 working on proposals for economic

1 development, utilities, and transportation
2 infrastructure. It's critical to our
3 state.

4 I'm going to highlight just three
5 quick points that haven't come up yet I
6 don't think. It's funny when I host -- and
7 by the way I live in Berkeley Heights, I
8 take 78 to the Parkway usually every
9 morning south, so I'm going the right way,
10 and then I get on the Turnpike to 8A and
11 it's sad and my first point is, I tell
12 people we have the best road system in the
13 nation but at drive time, that road system
14 becomes severely congested and any of us
15 who drive the road every day, several of my
16 colleagues who go to Trenton and we go
17 statewide, congestion has now become a
18 major problem.

19 Your capital plan will absolutely
20 address that. I'm working on a project in
21 Hoboken, New Jersey to get from Berkeley
22 Heights to Hoboken in the morning on 14,
23 14A, B, C, I don't even want to tell you
24 how much time I have to allow to get to a
25 9:00 breakfast meeting. It's difficult.

1 So those proposals for that section
2 are absolutely going to make major
3 improvements for that. The second point is
4 that not so quietly but somewhat quietly we
5 have become a logistics state. This state
6 now because of this location commissioner,
7 poised and has a booming logistics industry
8 and if we're going to keep our economic
9 competitiveness, if we're going to do the
10 things that need to be done to provide our
11 residents with jobs, and safe commuting,
12 then we have to make the kind of investment
13 that this plan proposes.

14 And finally, no one has mentioned it
15 but I want to, we strongly support an
16 investment in New Jersey Transit. There
17 are stations that need extensions to
18 platforms, there are stations that need
19 some, maybe a facelift but others more
20 dedicated funding to improve them. I don't
21 think we can look at any vision of where
22 New Jersey should be and not realize that
23 cars do contribute to our air quality and
24 that more that we can move people into
25 electric vehicles and on a train and mass

1 transit, this is very consistent with where
2 the governor wants to go with an energy
3 master plan, and we support the investment
4 that this proposal would make in New Jersey
5 Transit.

6 So in sum, please support this
7 proposal, it's necessary for our state.
8 Thank you.

9 MR. CARROLL: Thank you. Mr.
10 Anthony Attanasio.

11 MR. ATTANASIO: Good afternoon.
12 Thank you, Anthony Attanasio,
13 pronunciation, very well done, that doesn't
14 happen very often. It's A-T-T-A-N-A-S-I-O,
15 I'm a resident of Bridgewater, New Jersey.

16 I want to thank you Commissioner,
17 Executive Director Keller and the rest of
18 the support staff of the New Jersey
19 Turnpike Authority for moving forward with
20 this very important proposal at this very
21 important time.

22 My experience in transportation ranges
23 from having been a senior leader at New
24 Jersey Transit, New Jersey DOT, I've had
25 the honor of serving as executive director

1 to Bob Briant, Jr. at the UTCA and also
2 served in a very large engineering firm at
3 a senior level.

4 Transportation investment is, and I'm
5 biased, arguably the most important thing
6 we can be doing in society. Health care,
7 education, and infrastructure, core
8 elements of government and the reality is
9 that when I had the honor of working with
10 Jim Weinstein at New Jersey Transit, he had
11 said to me, the best answer you gave in
12 your job interview is when you said why
13 work at New Jersey Transit and I said
14 because New Jersey is transportation.

15 We are a corridor state, we connect
16 New York to Philadelphia, our logistics as
17 Ciro mentioned, our shore, all of our
18 amenities are what make us, in my opinion,
19 the greatest state to live in in the United
20 States of America depends on the backbone
21 of transportation.

22 This investment not only puts people
23 to work, infuses money to the economy at a
24 time that as we mentioned before we don't
25 really know the full extent of the

1 coronavirus and what it's going to do to
2 our economy, nationally the average is for
3 every dollar you put into infrastructure,
4 nationally you get \$3.50 to \$4.00 back into
5 your local economy, even with the increased
6 cost of living in New Jersey.

7 For us to invest this money into our
8 state now to improve the mobility, safety
9 and congestion of our residents is
10 something that should be applauded and
11 commissioner once again, you, the executive
12 director, and the administration should be
13 applauded for that.

14 But ultimately, one of the concerns
15 that most people will bring up as toll
16 payers and taxpayers is cost of living and
17 the reality is that if you drive the New
18 Jersey Turnpike everyday between exits 6
19 and 9, your life has been revolutionized.
20 The time you're saving every day,
21 Commissioner, you mentioned 15 to 20
22 minutes, that's one way, both ways can be
23 as much as a half hour to 40 minutes of
24 your day, that's time with your children,
25 your family.

1 This agency has an incredible track
2 record of delivering its capital
3 infrastructure on time and under budget to
4 the point where toll payers and taxpayers
5 should be encouraged.

6 The chart that you showed that the
7 cost per mile of these roads compared to
8 other places in this country, places with
9 much lower cost of living have much higher
10 tolls than we do. That's because of how
11 well this agency is run. So as someone who
12 lives in this state, works in this state,
13 has a child that one day I hope will stay
14 in this state, the investments that you're
15 proposing to make at this authority are
16 fantastic. I wholeheartedly support them
17 as a private citizen, as someone who works,
18 my business revolves around infrastructure
19 market.

20 I want to thank you, I want to
21 encourage you, we support these hikes, and
22 anything we can do to support them beyond
23 these hearings, please let us know. Thank
24 you very much for having the hearing today.

25 MR. CARROLL: Thank you, sir. The

1 next speaker is Jason Friedman.

2 MR. FRIEDMAN: Good afternoon Mr.
3 Chair, good afternoon Commissioners. My
4 name is Jason Friedman, that's
5 F-R-I-E-D-M-A-N. I make my home in East
6 Brunswick, New Jersey.

7 And on behalf of the 13,000 members of
8 the United Brotherhood of Carpenters and
9 Joiners of America that reside here also
10 and make their home here in New Jersey, I
11 would like to rise in support of this
12 capital program.

13 For all of the reasons that have been
14 mentioned so far today in support of this
15 program and moreover that in the year 2016,
16 the American Society of Civil Engineers
17 gave our great state a D plus rating in
18 infrastructure.

19 Certainly further investment in the
20 vital infrastructure of our state and
21 really the vital infrastructure of the
22 eastern seaboard is warranted, is
23 necessary, will be profitable, and in the
24 past has been identified previously, will
25 be well managed and will produce a

1 tremendous return in investments.

2 So the carpenters are for it, we
3 appreciate seeing this go forward. Thank
4 you.

5 MR. CARROLL: Thank you sir. Next
6 speaker is Cyndie Williams.

7 MS. WILLIAMS: I'd like to thank you
8 for lowering the mic. My name is Cyndie
9 Williams, W-I-L-L-I-A-M-S. I live in
10 Tinton Falls New Jersey and I work for the
11 Eastern Atlantic States Regional Council of
12 Carpenters, and I'm here on behalf of the
13 members and also myself.

14 You know thinking back to buying and
15 purchasing my first home, working on a
16 bridge afforded me that opportunity when I
17 was 24 years old. So it really is near and
18 dear to me, the topics of infrastructure
19 and bridges, and I have a few speaking
20 points on behalf of the carpenters that I
21 would like to share.

22 I want to thank New Jersey Department
23 of Transportation for holding this public
24 meeting and listening to all stakeholders
25 regarding this issue. New Jersey is in

1 desperate need of a real investment in
2 replacing and repairing the infrastructure
3 of our state.

4 We have seen too many times across
5 this country infrastructure fail and the
6 need for reliable and safe transportation
7 for all New Jersey residents. The modest
8 raise in tolls that are being proposed by
9 the NJDOT will help to make sure that we
10 have projects moving forward. It will help
11 put hardworking men and women like myself
12 to work including skilled carpenters of the
13 Eastern Atlantic State's Regional Council
14 of Carpenters.

15 Our families are losing out because of
16 the lack of funding for our local
17 infrastructure projects. New Jersey must
18 be a leader to take care of it's working
19 families with investments in roads,
20 bridges, and rail. Eastern Atlantic
21 State's Regional Council of Carpenters
22 proudly supports this effort. Thank you.

23 MR. CARROLL: Thank you. The next
24 speaker is Mr. Barry Kushnir.

25 MR. KUSHNIR: Good afternoon.

1 First, I would like to thank the
2 hardworking employees of the Turnpike for
3 keeping everyone in this room and in this
4 building safe.

5 My name is Barry Kushnir
6 K-U-S-H-N-I-R, I'm the president of the
7 Turnpike Employee's Union, I represent
8 1,100 tolls, office, and maintenance
9 workers on the New Jersey Turnpike and I'm
10 also the president of the Hudson County
11 Central Labor Council which represents
12 approximately 15,000 union members in
13 Hudson County, New Jersey. They are a
14 public, private, and building and
15 construction trade unionists.

16 I'm just here to stand in strong
17 support of a toll adjustment for the
18 capital investment program, primarily for
19 the creation and maintenance of good middle
20 class, decent paying jobs.

21 Secondly, important repairs to
22 critical infrastructure needs to move
23 people and goods throughout our state, and
24 then finally for the ability to sustain a
25 robust regional economy that's second to

1 none in our country.

2 I personally applaud this much needed
3 investment in the long-term health of our
4 region because it will keep New Jersey
5 moving forward and maintain the economic
6 importance that we have as a region.

7 And on a personal note, I live in
8 Bayonne, New Jersey which prior to the last
9 capital investment I, it almost took me an
10 hour to get out of town, I would be backed
11 up for twenty blocks down Avenue E and with
12 smart policy, smart investments in programs
13 that redesigned the entire interchange, I
14 rarely have a backup on my way in and out.

15 So I want to thank once again the
16 hardworking Turnpike employees for keeping
17 us safe today. I would like to thank the
18 commissioner and the staff of the Turnpike
19 for having this important hearing, and I
20 just want to reiterate that I stand in
21 strong support of this. Thank you.

22 MR. CARROLL: Thank you Mr.
23 Kushnir.

24 The current list that I have is now
25 exhausted, is there anyone else here that

1 would like to speak now? We are going to
2 keep the record open until 3:00. Does
3 anyone else in the room or in the backroom
4 wish to speak now?

5 Okay, we'll just wait. I guess we
6 could, the record will stay open so if you
7 want to restart again, if anyone signs up
8 and wants to come in and speak, just let us
9 know. We'll leave the stage for a couple
10 of minutes until we're notified that there
11 is another speaker. Thank you all. You're
12 welcome to stay.

13
14 (At which time a break was taken)

15
16 MR. CARROLL: For the record the
17 hearing today has been held open until 3:00
18 for any supplemental speakers. No one
19 other than the original group has signed.

20 Again, we reiterate that the record
21 stays open until April 3rd. If you have
22 any questions or comments, we would like
23 you to submit them in writing. Again, I'll
24 remind you one more time, please send them
25 to the Authority at the Office of the

1 Executive Director, New Jersey Turnpike
2 Authority, 1 Turnpike Plaza, PO Box 5042,
3 Woodbridge, New Jersey 07095.

4 Comments again, can be e-mailed to the
5 Authority at njtapubliccomments@njta.com.
6 And again, I'll remind you that the
7 presentations that were heard today will be
8 posted on our website at njta.com.

9 It's now 3:02, this particular portion
10 of the hearing is completely closed. We
11 express our sincere appreciation to all who
12 watched, who spoke, and again I reiterate
13 that the official record of the hearing
14 remains open until April 3rd.

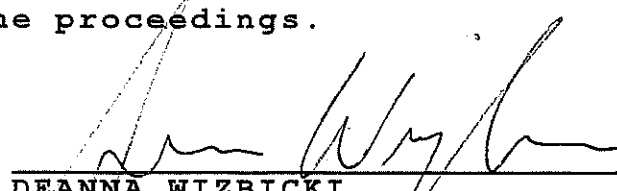
15 Thank you and good afternoon.

16 (Hearing was adjourned at 3:02 p.m.)

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C E R T I F I C A T I O N

I, DEANNA WIZBICKI, being a
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(609) 883-7707
FAX: (609) 883-7713

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