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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 6:00 p.m. at the Camden County
College, Flyer Memorial Theater, Lincoln Hall,
Jefferson Drive, Sicklerville, New Jersey before
Robert J. Carroll, Director of Law.

A P P E A R A N C E S:1
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For the Turnpike: NEW JERSEY Turnpike Authority
By: ROBERT J. CARROLL, DIRECTOR
OF LAW
1 Turnpike Plaza
PO Box 5042
Woodbridge, New Jersey 07095

For the Department
of Transportation: STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
By: DIANE GUTIERREZ-SCACCETTI,
COMMISSIONER
1035 Parkway Avenue
PO Box 601
Trenton, New Jersey 08625

For HNTB
Corporation: HNTB CORPORATION
By: GREGORY A. LeFROIS, VICE
CHAIRMAN, TOLL MARKET SECTOR
9 Entin Road
Suite 202
Parsippany, New Jersey 07054

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25SPEAKER:

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Robert J. Carroll

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Diane Gutierrez-Scaccetti

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Robert J. Carroll

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Gregory A. LeFrois, PE

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PUBLIC SPEAKER:

Zoe Baldwin

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Steve Stokes

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William Coffin

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John Robinson

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Andrew Bulakowski

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EXHIBITS FOR ID.

DESCRIPTION

PAGE

None

EXHIBITS FOR EV.

None

1 MR. CARROLL: For the record, I
2 apologize for the repetition, but I also
3 note that it's approximately 6:09 p.m., we
4 will be adding ten minutes to the end of
5 the hearing so the hearing tonight will not
6 end until 8:10.

7 Again we welcome everyone, our
8 attendees and those watching online my name
9 is Robert Carroll, Director of Law of the
10 New Jersey Turnpike Authority.

11 It's now 6:09, 6:10 p.m. on Wednesday,
12 March 18th, 2020, I will be serving as the
13 hearing officer this evening.

14 The hearing is being held to allow for
15 public comments on the proposed toll
16 adjustment in establishment of a new toll
17 all in support of the Authority's new
18 capital program for the New Jersey Turnpike
19 and the Garden State Parkway. This hearing
20 is being conducted pursuant to NJSA
21 27:23-5.10 and 5.11.

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

1 to do so. Please also see the detailed
2 information on the many informational
3 boards displayed here as well as additional
4 information posted online on our website.

5 Importantly this hearing is also being
6 live streamed and a link for that stream is
7 also located on our website at NJTA.COM.

8 The presentations made today will also
9 be posted on that website.

10 In addition to this hearing the
11 Authority held one earlier today at 1:00
12 p.m. at the New Jersey Turnpike Authority
13 Headquarters in Woodbridge, New Jersey.
14 The Authority is also accepting written
15 comments, written comments can be mailed,
16 hand delivered or couriered to the
17 Authority at the Office of Executive
18 Director, New Jersey Turnpike Authority, 1
19 Turnpike Plaza, Post Office Box 5042,
20 Woodbridge, New Jersey, 07095.

21 Written comments may be emailed to the
22 Authority at njtapubliccomments@njta.com.

23 These same addresses for email or
24 mailed written comments or questions are
25 also depicted on display boards at this

1 hearing. This is again important. We have
2 extended the deadline for written comments
3 and emails. All written comments must be
4 received by the Authority no later than
5 5:00 p.m. on Friday, April 3rd, 2020.

6 That means we should be in receipt of
7 your comments by then. The Authority will
8 address all comments and questions in a
9 report to the New Jersey Turnpike Authority
10 Board of Commissioners.

11 After the close of the comment period,
12 a final hearing report will be posted on
13 the Authority's website at again
14 WWW.NJTA.COM. Now, I will explain the
15 formalities of the public hearing. The
16 hearing will be conducted according to the
17 following rules. All members of the public
18 who wish to speak this evening must
19 register at the registration table located
20 in the lobby of the building. All public
21 speakers will be afforded up to five
22 minutes. Remaining time cannot be assigned
23 to another speaker however we note that
24 there is no limit on the length of written
25 comments. Second, for those who speak,

1 please be advised I will let you know when
2 you have approximately thirty seconds
3 remaining of your allotted five minutes.
4 Third, the proceedings are being recorded
5 by a Certified Court Reporter and also will
6 be live streamed.

7 Fourth, when you approach the
8 microphone, we ask that you please state
9 your name clearly, spell your last name and
10 identify your town of residence so that the
11 court reporter can put it into the official
12 record.

13 And finally again all written comments
14 will be accepted and entered into the
15 official record again until 5:00 p.m. on
16 April 3rd, 2020.

17 We ask that all attendees demonstrate
18 courteous behavior for the benefit of those
19 in attendance as well as those speaking.
20 Please turn off all cell phones and other
21 electronic communication equipment and keep
22 side conversations to a minimum to enable
23 everyone to hear the speakers. Lastly,
24 please respect social distancing, as has
25 been recommended on a national and also a

1 regional level.

2 Before we commence the public
3 comments, we will first have two
4 presentations concerning the capital plan
5 and the requisite funding proposals. The
6 first presenter is Diane
7 Gutierrez-Scaccetti, Commissioner of the
8 Department of Transportation and Chair of
9 the New Jersey Turnpike Authority to
10 provide a presentation on the capital
11 program and proposed tolls in support of
12 the capital program. Commissioner.

13 MS. GUTIERREZ-SCACCETTI: Thank you
14 Bob, before I begin the presentation, I
15 would like to make some general remarks.
16 Many have asked and more may have wondered
17 why these hearings are moving forward given
18 the current environment. These hearings
19 are the beginning of a process to approve
20 the funding of a new capital program that
21 began before our current situation. This
22 program will sustain tens of thousands of
23 jobs in the coming months and years and
24 help to maintain and strengthen the
25 transportation network that provides a

1 substantial competitive edge for New Jersey
2 in a highly competitive regional, national
3 and global economy. Today we're
4 experiencing the economic impact of
5 Covid-19, not unlike other periods of
6 economic downturns public works projects
7 sustain us in recovery efforts and help to
8 stimulate a lagging economy. As recently
9 as this morning the press has reported that
10 the White House has emphasized the need for
11 a stimulus package at the national level to
12 insure a quick economic recovery. The
13 proposed NJTA capital plan is amongst the
14 strongest economic stimulators in New
15 Jersey. Many of you have heard the
16 expression that the three most important
17 criteria in real estate are location,
18 location, location. New Jersey is just
19 that, a prime location to attract domestic
20 and international firms to make New Jersey
21 their home, and what does that bring, new
22 jobs and new opportunities. Whether the
23 revitalization of an abandoned office space
24 with a new corporate headquarters or a
25 state of the art warehouse and distribution

1 facility with convenient access to the New
2 Jersey Turnpike. The transportation
3 network must continue to be strengthened,
4 whether in good times or in tough times.
5 The publications, Site Selection and Area
6 Development, rank transportation as the
7 second most important factor in siting a
8 new facility.

9 While the details of the program will
10 be discussed shortly, it is important for
11 me to say very affirmatively that the
12 entire transportation system must be
13 balanced. The press has reported that the
14 Senate President has called for the
15 continuation of a revenue stream from the
16 New Jersey Turnpike Authority to New Jersey
17 Transit. We will examine that request and
18 advise the administration as to what is a
19 sustainable funding amount without
20 jeopardizing any of the very important
21 capital projects presented here today. For
22 today's protocol, please note that this
23 room was sanitized just prior to this
24 hearing. As you can see the chairs are
25 close together but we ask that you keep

1 that six foot distance between you. The
2 microphones will be wiped clean between
3 speakers and hand sanitizer is available at
4 the entrances.

5 And now for the substance of our
6 proposal. To those of you here in the room
7 with us and watching live stream on the
8 internet, welcome and thank you for your
9 participation.

10 We are here today to talk about how
11 the Turnpike Authority proposes to raise
12 the revenue necessary to fund its next
13 capital program.

14 The capital program we're proposing
15 will keep tens of thousand of women and men
16 at work while helping to drive New Jersey's
17 economy and will bolster mobility and
18 improve safety on two of New Jersey's most
19 important highways for generations to come.

20 Let's start by talking about how
21 we propose to create a reliable,
22 sustainable source of funding to pay for
23 these improvements.

24 The Turnpike Authority receives no tax
25 money from any source. Ninety-two percent

1 of the Turnpike's revenue comes from tolls
2 paid by the people that use the Turnpike
3 and Parkway, the remainder is generated
4 from service areas, the PNC Bank Art
5 Center, fiber optic and cell tower rents
6 and other relatively small miscellaneous
7 sources.

8 Building the projects necessary to
9 ensure mobility, sustain the economy and
10 keep people at work means raising
11 additional toll revenues. The Turnpike
12 Authority has no other way to pay for this
13 work.

14 Under our proposals the average toll
15 on the turnpike will go from \$3.50 to \$4.75
16 and the average toll on the Parkway will go
17 from \$1.11 to \$1.41.

18 The toll schedules with the proposed
19 new rates are posted on the boards outside
20 the auditorium and available on the
21 Turnpike Authority website at WWW.NJTA.COM.

22 Under the Turnpike proposals, tolls
23 will be indexed starting in 2022. Indexing
24 means that there will be modest annual
25 increasing to keep up with rising costs.

1 This would create a reliable source of
2 funding into the future. The annual
3 increases would be capped at three percent.

4 There are two other changes to the
5 toll schedule being proposed. I want to
6 describe them to you even though they will
7 not affect most drivers and are not
8 included here as a way to raise additional
9 revenue.

10 First is the new toll on the ramp we
11 are calling 19W. Interchange 19W provides
12 a direct connection between the western
13 spur of the Turnpike and the Meadowlands
14 Complex. It was built in 1977.

15 Historically it has been open only on
16 days where there is a Giants or Jets game
17 or some other big event at the complex.
18 The Authority now plans to leave 19W open
19 all the time.

20 Drivers going to games, concerts or
21 races at the complex, or visiting the
22 American Dream experience, will be able to
23 exit directly from the Turnpike, this means
24 they won't have to go out onto Route 3 to
25 access the complex. They will pay the same

1 toll at 19W that they would have paid at
2 16W if the ramp had not been open.

3 The other change being proposed is a
4 discount for buses. Buses now pay
5 different rates on the Turnpike and
6 Parkway. In some cases different types of
7 buses pay different rates on the same road.
8 This proposal would create a standard 40%
9 discount for all buses.

10 None of the other discounts offered to
11 New Jersey E-ZPass customers is being
12 changed. The terms specifying discounts
13 for senior citizens, drivers of low
14 emission vehicles and others would not be
15 impacted by this proposal.

16 With the proposed increase, the toll
17 rates on the Parkway and Turnpike will
18 remain in line with the rates drivers pay
19 on other U.S. toll roads.

20 The chart shows 47 U.S. toll roads
21 ranked from lowest cost per mile to
22 highest. As you can see the Parkway ranks
23 14th and the Turnpike 27th, that is with
24 the proposed increase included, and these
25 charts are also in the lobby if you would

1 like to get a closer look at them during
2 the hearing.

3 Under this proposal toll adjustments
4 are applied equally across all classes of
5 vehicles.

6 As you can see on this chart the rates
7 trucks pay on the Turnpike and Parkway
8 would remain in line with other toll roads
9 around the country under this proposal.

10 I know this chart is hard to read but
11 it is also out in the lobby, so I will just
12 describe it to you. The Turnpike Authority
13 has a history of carefully planned tightly
14 managed capital programing. We get value
15 for the money we spend by building projects
16 that improve mobility and safety and have a
17 real impact on the lives of people who
18 travel on the Turnpike and the Parkway.
19 What I am talking about in the simplest
20 terms is value for your dollar.

21 The Turnpike Authority has delivered
22 values for your dollar with past capital
23 programs and the Authority will continue to
24 do so with the capital programs we're here
25 to discuss today.

1 This line shows a list of capital
2 projects that were included initially in
3 the 2008 capital program.

4 As you can see the Authority proposed
5 spending seven billion dollars on 31
6 projects.

7 And this line shows what the Turnpike
8 eventually did with that seven billion
9 dollars.

10 The Authority's original plan called
11 for 31 projects, we ended up building 39
12 projects without changing the cost. Let's
13 talk about a few of those projects.

14 This was one of the worst bottlenecks
15 in New Jersey, the Turnpike between
16 interchanges six and nine. If you went
17 through there you knew you were going to
18 sit in traffic for a long time. The 2008
19 Capital Program included a major widening
20 project in this area, 170 lane miles were
21 added, for most of the distance capacity
22 was doubled. Because of that investment
23 this project has given drivers back ten,
24 fifteen or twenty minutes a day that they
25 used to spend sitting in traffic there,

1 even more importantly their trip is safer,
2 the crashes in the corridor are now fifty
3 percent lower than they were before the
4 widening started.

5 The original budget for this project
6 was 2.5 billion dollars and final cost came
7 in at more than three hundred million below
8 that. We promised value for your dollar
9 and I think you have to agree that we
10 delivered.

11 If you travel on the Parkway along the
12 Jersey Shore, either because you live there
13 or visit during the summer, you know that
14 the Turnpike was not the only congested
15 toll road in New Jersey.

16 The Parkway in Cape May, Atlantic,
17 Burlington and Southern Ocean County had
18 two lanes in each direction in 2008, just
19 like it did when it opened in the fifties.
20 The congestion was relieved by adding a
21 third lane in each direction for 45 miles
22 between South Toms River and Egg Harbor
23 Township. When the 2008 Capital Program
24 was adopted, there was only enough money to
25 widen the Parkway for 17 miles. The money

1 for the other 28 miles came from savings on
2 the Turnpike widening and other projects.
3 I'm just going to flip through some slides
4 of a few other important projects that were
5 completed under the Capital Program.

6 Many of the major bridges on the
7 Turnpike and Parkway were more than a half
8 century old and in need of repair or
9 replacement when the last Capital Program
10 was adopted.

11 Re-decking, rehabilitating and in some
12 cases widening of those structures was an
13 important component of the 2008 Capital
14 Plan. Here are a few examples.

15 This is the Casciano Bridge over the
16 Newark Bay on the Newark Bay Hudson County
17 extension of the Turnpike. This is the
18 Lewandowski Bridge over the Hackensack
19 River on the eastern spur of the Turnpike.
20 It underwent extensive rehabilitation.
21 This is the Great Egg Harbor Bridge on the
22 Parkway, an important route to South Jersey
23 shore towns and an important evacuation
24 route in the event of a hurricane or other
25 coastal storm events.

1 The original southbound bridge which
2 was built in 1954 was demolished. The
3 northbound structures, which were added in
4 1973, were rehabilitated and a brand new
5 southbound crossing was built parallel to
6 the northbound ones. This was a 250
7 million dollar project, there was not
8 enough money for it in the original Capital
9 Program proposal in 2008 and it's one of
10 the projects that we were able to add later
11 because of money saved on other projects.

12 Improvements were made at a dozen
13 interchanges on the Turnpike and Parkway
14 under the last Capital Program. These
15 interchanges were designed in the middle of
16 the 20th century and were unable to handle
17 the demands that were placed on them.

18 This is interchange 14A in Bayonne,
19 50,000 vehicles went through there.
20 Traffic backed up on to the Newark Bay
21 Extension because of congestion at the toll
22 plaza. The situation was only going to get
23 worse as the port facility in Bayonne
24 continued to grow.

25 This photo shows the completed

1 project. The toll plaza was widened, a
2 roundabout was built to improve traffic
3 flow between the toll plaza and the local
4 road Avenue E., ramps were added and a new
5 connector bridge was built.

6 The project reduced congestion at the
7 toll plaza and on the extension. It
8 improved access to people who live and work
9 in Bayonne and for trucks traveling to the
10 port facility, and it boosted local
11 economic development efforts by promising
12 an easier trip into and out of the city.

13 This is interchange 163 on the
14 Parkway, this project improved access to
15 Route 17 by moving the exit from the left
16 side of the Parkway to the right side.

17 There were three at grade crossings in
18 Middle Township at the southern end of the
19 Garden State Parkway. They were controlled
20 by the only three traffic lights you will
21 find on the main line of either toll road.
22 They were always congested during the
23 summer months and they had unacceptable
24 crash rates. This project got rid of the
25 at grade crossings at all three

1 intersections by building bridges to carry
2 the Parkway traffic over the local roadway.

3 That is enough about the last Capital
4 Program, it was very successful. A lot of
5 important work was done, work that created
6 jobs, boosted the economy and improved the
7 quality of life for drivers who depend on
8 the Turnpike and Parkway. But we can't
9 rest on our laurels.

10 With this toll proposal the Turnpike
11 Authority is introducing a list of capital
12 projects it intends to undertake in the
13 coming years. You can see some of the
14 highlights here, widening congested areas,
15 fixing inadequate interchanges, and
16 rehabilitating 80 plus year old bridges.

17 And as you can see, and you can see
18 that the projects are spread out around the
19 state and that areas where less work was
20 done under the last Capital Program will be
21 getting most of the attention under this
22 one. Greg LeFrois will be talking about
23 some of the project specifics in just a few
24 minutes.

25 The toll roads were the vision given

1 to us from a previous generation, they
2 built them at a time when New Jersey
3 desperately needed highway capacity. The
4 openings ushered in an era of unprecedented
5 economic growth for our state and allowed
6 all of us to enjoy the benefits of what
7 economists have called New Jersey's world
8 class transportation driven economy.

9 By continuing to invest in the toll
10 roads, we will sustain jobs, grow the
11 economy and expand upon the vision for true
12 mobility given to us for the generations to
13 come. Thank you.

14 MR. CARROLL: Thank you, Chair
15 Gutierrez-Scaccetti, also I will again
16 state that if you want to review that
17 presentation, it will be posted online at
18 our website, NJTA.COM. Again I reiterate
19 that there were approximately three dozen
20 informational or project display boards
21 posted in or around the hearing room that
22 provide additional informational details
23 about the Authority's proposal. We also
24 have Authority representatives posted in
25 the rear and outside the hearing room who

1 are wearing public hearing staff
2 credentials who may also be able to help
3 you tonight or provide additional
4 information when you submit written
5 inquires. I also note that among the
6 display boards themselves, are depicted ten
7 display boards that have to do with the new
8 toll schedules that the Commissioner has
9 mentioned. Lastly the Commissioner's
10 presentation, I won't repeat it again, but
11 it will be posted again.

12 The next presenter is Mr. Greg LeFrois
13 of the HNTB Corporation who is one of the
14 Authority's general consulting engineers.
15 Mr. LeFrois.

16 MR. LeFROIS: Thanks, Bob. I am the
17 project manager for HNTB's general
18 consulting engineering services for the New
19 Jersey Turnpike Authority. This evening I
20 will be summarizing the proposed 2020
21 Capital Program that will be partly
22 financed with this toll adjustment. The
23 Authority Board of Commissioners adopted a
24 new strategic plan in 2019, that document
25 is posted on the Authority's website. The

1 strategic plan identifies the Authority's
2 vision and goals and also describes their
3 core values which includes safety,
4 diversity, innovation, transparency, state
5 of good repair, customer satisfaction,
6 resiliency and sustainability and finally
7 long term financial stability. In
8 alignment with the strategic plan and the
9 Authority's core values, a long range
10 Capital Program was developed with the
11 input of all Authority departments. That
12 Capital program is what is being presented
13 here tonight. I now would like to
14 summarize the proposed Capital Program for
15 both the Garden State Parkway and the New
16 Jersey Turnpike. First I'll start with the
17 statewide projects. There are a number of
18 state of good repair type projects that are
19 within this program that occur on both the
20 Parkway and the Turnpike at various
21 locations throughout the state. The
22 projects include multiple contracts for
23 resurfacing, bridge rehabilitation and
24 replacement, drainage improvements, median
25 barrier improvements, lighting upgrades to

1 LED fixtures and circuit replacements,
2 technology upgrades across the entire
3 Authority and other state of good repair
4 projects. In all there are a dozen
5 statewide projects that are proposed with a
6 value of approximately 4.6 billion dollars.
7 There are also projects to increase
8 capacity that are planned to occur on both
9 roadways, a couple of examples of these are
10 the Garden State Parkway between mile post
11 98 in Wall Township to mile post 163 in
12 Paramus, a value of about 5.4 billion
13 dollars. The Garden State Parkway between
14 mile post 80 and 83, the New Jersey
15 Turnpike between interchanges one and four,
16 approximately 1.1 billion dollars worth of
17 work and design there.

18 The New Jersey Turnpike's Newark Bay
19 Hudson County extension will be
20 reconstructed for its full length at a cost
21 of approximately 4.3 billion dollars. The
22 Turnpike's westerly alignment,
23 approximately 5.1 billion dollars.
24 Turnpike mainline at interchange thirteen
25 and a new Delaware River Turnpike bridge

1 over the Delaware River at approximate
2 value of about 500 million dollars.
3 Overall capacity enhancement projects are
4 valued at about 16.7 billion dollars.

5 Similar to the 2008 program, there are
6 also a number of interchange improvement
7 projects on both the Parkway and Turnpike
8 valued at about 265 million dollars.

9 Lastly, resiliency and sustainability
10 projects include a major project on the
11 Garden State Parkway for flood zone
12 remediation between Bass River and Mullica
13 River at Great Egg Harbor with a value of
14 approximately 1.4 billion dollars. Other
15 projects that I described previously are
16 proposed in the program and have resiliency
17 and sustainability components as part of
18 those projects. As Bob had mentioned there
19 are display boards in the lobby that
20 provide more details on selected projects
21 that are included in the proposed Capital
22 Program. We focused those display boards
23 on projects that are within the vicinity of
24 the public hearing here in Sicklerville.
25 There are also technical staff that can

1 help answer your questions and explain more
2 details about the projects. The proposed
3 Capital Program contains a variety of state
4 of good repair projects that can relatively
5 quickly be implemented, these projects will
6 bring jobs to the design and construction
7 industry this year and for years to come
8 which is important to New Jersey's overall
9 transportation network and economy. This
10 will also help the ancillary industries
11 that generate income from a robust
12 construction environment such as material
13 suppliers, food vendors and related small
14 businesses. There are also larger projects
15 that will now have the long term and
16 sustainable funding necessary to complete
17 them due to their complex nature and
18 rigorous environmental process, this will
19 provide additional help to sustain the
20 transportation design construction industry
21 in New Jersey for years to come. I
22 specifically want to mention that there
23 will be full adherence to the required
24 environmental process which will include
25 public hearings for individual projects

1 included in this proposed Capital Program,
2 as a result you will have the opportunity
3 to learn more about the specific projects
4 and provide your comments as those
5 individual projects move forward. In
6 summary, these projects all replace and
7 upgrade infrastructure that is well over
8 fifty years old. These projects will
9 improve safety and mobility for commuters
10 and truckers alike and provide a
11 significant infusion of jobs into New
12 Jersey both in the short term and well into
13 the future. Thank you for your attention
14 and for attending today's public hearing.

15 MR. CARROLL: Thank you, Greg. I
16 will now open the floor for public comment.

17 The way we are going to work this
18 process is I have a list of people that are
19 registered to speak. When I call your
20 name, I am going to ask you to come and
21 approach the front microphone, there are
22 two. Again I remind everyone that when you
23 come to the microphone, please state your
24 name clearly, spell your last name and
25 identify where you live in the State of New

1 Jersey. If you're seated in the rear
2 room--well, that doesn't apply here, so.

3 Okay. I just want to also point out
4 that there is a clock right here that I
5 will be operating that starts off at five
6 minutes and counts down and I will try to
7 notify you at thirty seconds.

8 So the first person is Zoe Baldwin,
9 please.

10 MS. BALDWIN: Good evening, my name
11 is Zoe, Z-O-E, Baldwin, B-A-L-D-W-I-N, and
12 I live in Neptune, New Jersey.

13 MR. CARROLL: Thank you.

14 A. I am the government affairs director for
15 The Utility and Transportation Contractors
16 Association on behalf of our one thousand plus
17 member firm. I would like to express our strong
18 support for the New Jersey Turnpike Authority's
19 proposed toll increases. It has been eight years
20 since tolls were raised last and the Turnpike
21 Authority's Capital Plan has come to an end.

22 There is just four hundred million dollars
23 left for port projects that enhance safety,
24 relieve congestion and improve access onto and
25 off of the Turnpike and Parkway.

1 While no one likes to pay more,
2 everyone wants a better and faster commute.
3 After the last increases drivers were immediately
4 able to see their toll dollars put to work in the
5 form of paving, shoulder improvement and major
6 widening projects on both roadways that notably
7 reduced congestion.

8 In this way the plan toll increases
9 will help strengthen our state by reducing
10 traffic, creating jobs and stimulating the
11 construction and design industries. It's
12 critical that we continue investing our
13 transportation system for the sake of our
14 commutes and our economy.

15 We're also very much in support of the
16 increases being indexed to inflation but subject
17 to a reasonable cap, this commonsense fiscal move
18 that has worked for the gas tax and should be
19 applied here.

20 Over one billion dollars annually
21 hangs in the balance and the projects funded
22 under this plan will put thousands of New
23 Jerseyans to work and help commuters and commerce
24 get around our state and through our state
25 faster.

1 Again thank you for this opportunity
2 to comment and we urge you to pass this proposal.

3 MR. CARROLL: Thank you. The next
4 speaker is Mr. Steve Stokes.

5 MR. STOKES: Good evening, my name is
6 Steve Stokes, S-T-O-K-E-S, I live in
7 Galloway Township, New Jersey, I am here to
8 represent the three thousand members of
9 Carpenters Local 255, which is part of the
10 Eastern Atlantic States Regional Council of
11 Carpenters.

12 I want to thank the New Jersey
13 Department of Transportation for holding
14 this public hearing and listening to our
15 stakeholders regarding this issue.

16 New Jersey is in desperate need of
17 real investment in replacing and repairing
18 infrastructure of our state.

19 We have seen too many times across
20 this country infrastructure fail,
21 compromising reliable and safe
22 transportation. This modest raise in tolls
23 that is being proposed by the NJDOT will
24 help make sure that these projects move
25 forward. It will help put hard working men

1 and women to work including the skilled
2 workers of the Eastern Atlantic States
3 Regional Council of Carpenters. Thank you
4 for hearing me.

5 MR. CARROLL: Thank you.

6 MR. CARROLL: The next speaker is
7 Mr. Bill Coffin.

8 MR. COFFIN: Good evening, William
9 Coffin, C-O-F-F-I-N, Newfield, New Jersey.
10 I am with the Heavy Highways Local 172.
11 This just to let you guys know we are in
12 support of this project and this plan.

13 I want to thank you for allowing us to
14 speak tonight before we get going. Just to
15 touch on a couple things, I don't think
16 it's been brought out enough that over
17 forty percent of the revenues will be
18 brought in by out of state traffic on our
19 highways as was the gas tax. This is still
20 the cheapest road to travel if you are a
21 trucker or a commercial vehicle, you are
22 traveling on New Jersey roads.

23 Forty percent is a pretty big chunk
24 not coming out of our state residents
25 driving up and down the highways. Working

1 out on projects with the Turnpike over the
2 years I have been involve physically.
3 Projects are always safe, always run
4 professionally, kept on time, schedules are
5 kept up, everybody does a good professional
6 job.

7 Normally we would probably have 4,000
8 members here tonight but due to the
9 situation we're in, we're two.

10 We just want to thank you from members
11 of Local 172 and you will have our support
12 and you will receive an awful lot of hand
13 written and emails from our members. Thank
14 you again and let's get this thing going.

15 MR. CARROLL: Thank you very much.
16 The next speaker is Mr. John Robinson.

17 MR. ROBINSON: Good evening, I am
18 John Robinson, R-O-B-I-N-S-O-N, I live in
19 Newfield, New Jersey and I am here just to
20 reiterate what Billy and Steve said on
21 behalf of the members of Carpenter's Local
22 255, we stand in support of this as it will
23 create good jobs for our members and make
24 our roads safer. Appreciate it, thank you.

25 MR. CARROLL: Thank you. Next

1 speaker is Mr. Andrew Bulakowski.

2 MR. BULAKOWSKI: Good evening, Andrew
3 Bulakowski, B-U-L-A-K-O-W-S-K-I, I live in
4 Cape May Beach, New Jersey, I just want to
5 thank the Turnpike Authority for giving us
6 the opportunity to speak here tonight.

7 I also like my co-workers represent
8 the Carpenters Eastern Atlantic States
9 Regional Council. We are definitely in
10 support of this toll increase. Your
11 projects have benefited our organization
12 putting hard working men and women to work
13 throughout the years. As a resident of
14 Cape May County, I can see the direct
15 results of the projects that the over
16 abundance of funding through projects
17 coming in on-time and on-budget have helped
18 us tremendously with the overpasses and
19 with the Great Egg Bridge as residents down
20 there face an additional hurdle because our
21 population swells to two and a half million
22 during the summertime, we need good
23 infrastructure, we need the roads and
24 especially with the economy the way it is
25 today with what is going on in the country

1 we could definitely use the work
2 opportunities. Thank you.

3 MR. CARROLL: Thank you. That is the
4 list right now. Is there anyone else in
5 the hearing room or outside that wishes to
6 speak? The record should reflect that no
7 one else is in the room--oh, someone, sir,
8 did you sign in, sir?

9 MR. MELLETT: I did not.

10 MR. CARROLL: Come in and give your
11 name then.

12 MR. MELLETT: James Mellett,
13 M-E-L-L-E-T-T, and I live in Berlin, New
14 Jersey, Camden County.

15 I am a civil engineer, I work in the
16 state, I work for a small company Churchill
17 Consulting Engineers that is also Camden
18 County that has been able to do work with
19 the Turnpike Authority as a small
20 enterprise and just speaking with the
21 experience of working with the Authority I
22 think that they are a great organization
23 that does great work.

24 I think this is a great program at the
25 right time in the state, especially with

1 all the things going on right now. I know
2 that was hit on in the presentation, but I
3 think it is a valid point that this is
4 something that is going to carry the state
5 through a hard time and develop jobs both
6 on the design side, as a civil engineer I
7 can speak to that, and also from the
8 construction industry who have
9 representatives here tonight, so definitely
10 in favor of the toll increase, just wanted
11 to say that. Thank you.

12 MR. CARROLL: Thank you. Would you
13 do me a favor and go out and sign in also,
14 just to cover it?

15 Is there anyone else present in the
16 hearing room that would like to speak?
17 Hearing none, we will take a break until
18 someone else signs up or comes in and
19 registers to speak. Thank you.

20 (Which time a short break was had)

21 MR. CARROLL: Okay, for the record,
22 we have kept the record open, it's
23 approximately 8:11 p.m., repeat the date
24 again, it's March 18th, 2020. We have kept
25 the record in the event that some late

1 arrivals would speak. We had no additional
2 speakers to those that spoke already. I
3 also note for the record that we had
4 approximately thirty-six people in this
5 hearing room. Would anybody else like to
6 come forward and make a public comment, I
7 will ask one last time? And I'll note also
8 that no one else has signed up. At this
9 point without anyone else, we will go off
10 the record, but as I wanted to reiterate
11 one more time, the public comment period
12 for this and the other public hearing will
13 remain open until 5:00 p.m. on Friday,
14 April 3rd, if you have any questions or
15 comments that you would like to submit in
16 writing, please send them again, I am going
17 to repeat it one more time, to the
18 Authority at the Office of the Executive
19 Director, New Jersey Turnpike Authority,
20 One Turnpike Plaza, P.O. Box 5042,
21 Woodbridge, New Jersey and comments may
22 also be e-mailed to the Authority at
23 njtapubliccomments@njta.com.

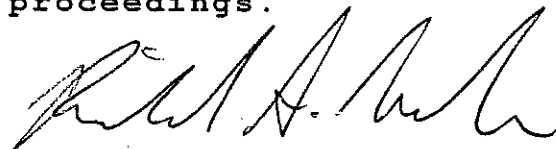
24 Again these addresses are also posted,
25 so there shouldn't be any problem following

1 up. It's now 8:13 p.m., this hearing is
2 officially closed and we express our
3 sincere appreciation to those that came and
4 those that watched online. Thank you all.

5 (Hearing was adjourned at 8:14 p.m.)
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C E R T I F I C A T I O N

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<p>\$1.11 [1] - 13:17 \$1.41 [1] - 13:17 \$3.50 [1] - 13:15 \$4.75 [1] - 13:15</p> <p style="text-align: center;">0</p> <p>07054 [1] - 2:13 07095 [2] - 2:5, 6:20 08625 [1] - 2:9 08628 [1] - 40:19</p> <hr/> <p style="text-align: center;">1</p> <p>1 [2] - 2:4, 6:18 1.1 [1] - 26:16 1.4 [1] - 27:14 1035 [1] - 2:8 14A [1] - 20:18 14th [1] - 15:23 16.7 [1] - 27:4 163 [2] - 21:13, 26:11 16W [1] - 15:2 17 [2] - 18:25, 21:15 170 [1] - 17:20 172 [2] - 33:10, 34:11 18 [1] - 1:12 18th [2] - 5:12, 37:24 1954 [1] - 20:2 1973 [1] - 20:4 1977 [1] - 14:14 19W [4] - 14:11, 14:18, 15:1 1:00 [1] - 6:11</p> <hr/> <p style="text-align: center;">2</p> <p>2.5 [1] - 18:6 2008 [7] - 17:3, 17:18, 18:18, 18:23, 19:13, 20:9, 27:5 2019 [1] - 24:24 202 [1] - 2:12 2020 [6] - 1:12, 5:12, 7:5, 8:16, 24:20, 37:24 2022 [1] - 13:23 20th [1] - 20:16 23 [1] - 3:6 24 [1] - 3:7 250 [1] - 20:6 255 [2] - 32:9, 34:22 265 [1] - 27:8 27:23-5.10 [1] - 5:21 27th [1] - 15:23 28 [1] - 19:1</p>	<p>3 [1] - 14:24 30 [1] - 3:11 31 [2] - 17:5, 17:11 32 [1] - 3:12 33 [1] - 3:13 34 [1] - 3:14 35 [1] - 3:15 36 [2] - 3:8, 3:16 39 [1] - 17:11 3rd [3] - 7:5, 8:16, 38:14</p> <hr/> <p style="text-align: center;">4</p> <p>4,000 [1] - 34:7 4.3 [1] - 26:21 4.6 [1] - 26:6 40% [1] - 15:8 45 [1] - 18:21 47 [1] - 15:20</p> <hr/> <p style="text-align: center;">5</p> <p>5 [1] - 3:4 5.1 [1] - 26:23 5.11 [1] - 5:21 5.4 [1] - 26:12 50,000 [1] - 20:19 500 [1] - 27:2 5042 [3] - 2:5, 6:19, 38:20 5:00 [3] - 7:5, 8:15, 38:13</p> <hr/> <p style="text-align: center;">6</p> <p>601 [1] - 2:9 609 [2] - 40:19, 40:20 6:00 [1] - 1:12 6:09 [2] - 5:3, 5:11 6:10 [1] - 5:11</p> <hr/> <p style="text-align: center;">7</p> <p>7 [1] - 40:18</p> <hr/> <p style="text-align: center;">8</p> <p>80 [2] - 22:16, 26:14 83 [1] - 26:14 883-7707 [1] - 40:19 883-7713 [1] - 40:20 8:10 [1] - 5:6 8:11 [1] - 37:23 8:13 [1] - 39:1 8:14 [1] - 39:5</p>	<p>9 [2] - 2:12, 3:5 98 [1] - 26:11</p> <hr/> <p style="text-align: center;">A</p> <p>abandoned [1] - 10:23 able [5] - 14:22, 20:10, 24:2, 31:4, 36:18 about [13] - 12:10, 12:20, 16:19, 17:13, 22:3, 22:22, 23:23, 26:12, 27:2, 27:4, 27:8, 28:2, 29:3 abundance [1] - 35:16 accepted [1] - 8:14 accepting [1] - 6:14 access [5] - 11:1, 14:25, 21:8, 21:14, 30:24 according [1] - 7:16 across [3] - 16:4, 26:2, 32:19 add [1] - 20:10 added [3] - 17:21, 20:3, 21:4 adding [2] - 5:4, 18:20 addition [1] - 6:10 additional [8] - 6:3, 13:11, 14:8, 23:22, 24:3, 28:19, 35:20, 38:1 address [1] - 7:8 addresses [2] - 6:23, 38:24 adherence [1] - 28:23 adjourned [1] - 39:5 adjustment [2] - 5:16, 24:22 ADJUSTMENT [1] - 1:5 adjustments [1] - 16:3 administration [1] - 11:18 adopted [3] - 18:24, 19:10, 24:23 advise [1] - 11:18 advised [1] - 8:1 affairs [1] - 30:14 affect [1] - 14:7 affirmatively [1] - 11:11 afforded [1] - 7:21 after [2] - 7:11, 31:3 again [15] - 5:7, 7:1, 7:13, 8:13, 8:15, 23:15, 23:18, 24:10, 24:11, 29:22, 32:1, 34:14, 37:24, 38:16, 38:24 agree [1] - 18:9 alignment [2] - 25:8, 26:22 alike [1] - 29:10 all [18] - 5:17, 7:3, 7:8, 7:17, 7:20, 8:13, 8:17, 8:20, 14:19, 15:9, 16:4, 21:25, 23:6, 25:11, 26:4, 29:6, 37:1, 39:4 allotted [1] - 8:3 allow [1] - 5:14 allowed [1] - 23:5 allowing [1] - 33:13 along [1] - 18:11 already [1] - 38:2 also [31] - 5:2, 6:1, 6:5, 6:7, 6:8, 6:14, 6:25, 8:5, 8:25, 15:25, 16:11, 23:15,</p>

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