

Collins, Cheryl

From: DaveM <dave@maiura.com>
Sent: Sunday, April 5, 2020 11:43 AM
To: NJTAPublicComments
Subject: Project redirecting of inter change #29

Follow Up Flag: Follow up
Flag Status: Completed

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Do we in Greate Bay get a wall?

Collins, Cheryl

From: ROBERT MARSHALL <bobmarshall20@comcast.net>
Sent: Sunday, April 5, 2020 10:59 AM
To: NJTAPublicComments
Subject: Fwd: Garden State Parkway construction plans
Attachments: NJTAv2.pdf

Follow Up Flag: Follow up
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Please see attached and below in opposition to NJTA plan for Parkway exit rerouting in Somers Point

Bob Marshall
Greate Bay Villas Board of Directors

----- Original Message -----

From: ROBERT MARSHALL <bobmarshall20@comcast.net>
To: burnscpm@comcast.net
Date: April 5, 2020 at 9:17 AM
Subject: Garden State Parkway construction plans

PLEASE READ THE ATTACHED IMPORTANT INFORMATION!

Dear Greate Bay Owners,

The New Jersey Turnpike Authority/Garden State Parkway is proposing to redirect all southbound Parkway traffic from the current exit 30 (Laurel Drive) to Exit 29 (County Route 559-Somers Point Mays Landing Road).

If completed as proposed, All Ocean City-bound traffic from the Parkway would have to travel on Route 559 through Somers Point outside our community.

This proposal would negatively impact our ability to move around town and greatly restrict ingress and egress to and from Greate Bay Villas and our Somers Point neighborhood.

Please read the attached letter and contact the Turnpike Authority and our elected county and local officials ASAP with your concerns. Any questions, reply to this email.

Bob Marshall
70 Bayview Drive

Bob Marshall
President
Woodlynne Associates LLC
Somers Point NJ
609-226-9202

Dear Neighbor/Fellow Greate Bay Owner

We are writing to alert you about a recently proposed New Jersey Turnpike Authority construction plan which will cause major disruption here in our Greate Bay neighborhood.

NJTA has operational responsibility for the Garden State Parkway and has just released a major construction plan which includes closing the existing Parkway Exit 30 (Laurel Drive) exit to Ocean City and relocating the southbound Parkway access to Ocean City a mile south to the current Exit 29 interchange.

If constructed as proposed. ALL traffic into and out of Ocean City currently using Route 52 (9th Street Bridge) traveling to and from the Parkway would travel along Route 559 (Somers Point Mays Landing Road) right past our Greate Bay community.

We've included a link to the NJTA website and the Capital Plan which lists all the projects they are proposing, including the Exit 30/29 proposal <https://www.njta.com/>

We have all seen and experienced the HUGE traffic issues every day in the summer and the solid, bumper to bumper traffic as visitors come and go to Ocean City. Just imagine having that bumper to bumper traffic outside our doors every day!!

You will recall that a few years ago, the state spent \$400 million building a new bridge into Ocean City and as part of that effort removed the Circle, widened Route 52 out to Route 9 and improved access to several Somers Point businesses nearby. Changing the traffic flow would impact and cause hardship for all those businesses, and greatly affect our ability to access the businesses and move around our town easily.

Rerouting Ocean City-bound Parkway traffic from Laurel Drive to Somers Point Mays Landing Road would make our community inaccessible, create a safety hazard and likely negatively affect our property values.

In summary, NJTA plans to attempt to relieve traffic backup on **their highway at our expense** by creating much greater congestion on a two lane county road. Moving the Parkway exit one mile south only moves the Parkway congestion one mile south.....it does nothing to fix the problem. It only makes it worse for those that live, work and play in and near our Greate Bay community.

Please help stop this ill-conceived state plan by contacting your local elected officials and the New Jersey Turnpike Authority. Tell them to come up with a better way, to rethink how their congestion problem on the Parkway would negatively impact our daily lives here in Greate Bay Villas.

Send your comments to NJTAPublicComment@NJTA.com. Or by mail to the Executive Director, New Jersey Turnpike Authority, 1 Turnpike Plaza, P.O. Box 5042, Woodbridge, NJ 07095.

Sincerely,

The Greate Bay Villas Association Board of Directors

Collins, Cheryl

From: DaveM <dave@maiura.com>
Sent: Sunday, April 5, 2020 10:52 AM
To: NJTAPublicComments
Subject: The changing of exit 29

Follow Up Flag: Follow up
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Do your plans also exclude the widening of 559, if so give me the date as I may sell before the price of my place decreases in value!

Collins, Cheryl

From: Tom Dill <thomasdill9@comcast.net>
Sent: Sunday, April 5, 2020 10:45 AM
To: NJTAPublicComments
Subject: New Exit29/30 project

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I'll make it short:

I oppose the new plan.

Waste of my tax dollars

Improves nothing...just moves problem.

Will back up traffic on Mays Landing road...as summer drivers will need to make left turn at signal to go back to businesses that they used to easily drive by...Wawa being the best example .

Thomas Dill

9 Greate Bay Drive

Somers Point NJ

08244

Sent from Tom's iPad

Collins, Cheryl

From: Vincent DaGrosa <vinnyd54@gmail.com>
Sent: Saturday, April 4, 2020 11:40 AM
To: NJTAPublicComments
Subject: Till hike

Follow Up Flag: Follow up
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I know this comment is for nought because the Democrats will do anything they please without concern for the people of this state.

I'll try anyway.

Increase of tolls on the NJ Turnpike drastically affects the traffic in my town of Edison. The heavy trucks will follow the Rt 1 corridor from Newark as far as they can to avoid turnpike tolls.

The roads take a beating. The citizens end up paying more in taxes for repairs while the NJTA fills their coffers. Then end up raising tolls again do to drop in revenue from the trucks avoiding the turnpike.

It seems to me a vicious circle where tax payers loose.

Lower the tolls! Give discounts on certain days or for more miles driven.

Entice people to use an excellent roadway so the communities also that corridor get a brake from the noise and pollution.

You are all worried about climate change! A vehicle traveling at 65mph uses less fuel and produces less pollution than in stop and go traffic on local roads.

Think more about the people rather than your pockets!

Vincent DaGrosa

Conservative

How a

--

Vinnie

Collins, Cheryl

From: PATRICE DLUGOS <pdlugos@icloud.com>
Sent: Friday, April 3, 2020 11:21 PM
To: NJTAPublicComments
Subject: Do not go ahead with this plan of widening the Garden State Parkway!

Follow Up Flag: Follow up
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This will only create more pollution and much disruption to the lives of New Jersey residents! I am against this plan! It's another plan by the greedy oil industry to make more cars and even worse, giant gas guzzling SUV's! It's disgusting and we expect better than this from Governor Murphy. Let's say no to the super wealthy oil industry and yes to cleaning up our environment!!!

Signed,
Patrice Dlugos
8 Clairidge Court
Montclair, Nj 07042

Sent from Patrice's iPhone

Collins, Cheryl

From: oldcarz57@aol.com
Sent: Friday, April 3, 2020 4:56 PM
To: njtapubliccomments@njta.gov; NJTAPublicComments

Follow Up Flag: Follow up
Flag Status: Completed

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Dear commissioners

I would like to make just 3 comments for your consideration:

- 1) I currently pay \$60-80 every two months on my EZ Pass statements, over \$500 a year in current road taxes - and I don't even use your highways for my commute!
- 2) Estimating from my annual 25k driving, in an economy sedan that gets 25-30 mpg, means I'm using about 1,000 gallons of gas annually. At current Federal and NJ gas tax rate of about 79 cents, is about another \$800/year to use other roads and bridges! With the 2-3 month drop in gas sales due to COVID19, I can't wait to see how much the NK gas tax will increase that amount next year!
- 3) Just like I have to do with my own household budget, where I have a long list of to-do's, I prioritize and can only do the most critical projects I can afford each year, even though I would have liked to spend beyond my means and borrow to get everything done I wanted - I would ask your commission to similarly minimize annual spending.

Last concern, one that I have not seen verified in the press, is that you guarantee that 100% of all revenues, current and proposed, will be spent only on direct road related infrastructure projects, and no amount be 'captured' by the State for general fund purposes.

Sincerely,

Peter Cullen
20 Valley View Road
Verona, NJ 07044

Sent from my Verizon, Samsung Galaxy smartphone

Collins, Cheryl

From: PAUL HUMPHRIS <spare1633@comcast.net>
Sent: Friday, April 3, 2020 7:26 PM
To: NJTAPublicComments
Subject: toll hike

Follow Up Flag: Follow up
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I would like to voice my displeasure in a toll increase, especially with the economic times we have now is not the time. NJ residents are trying to keep their heads a float, and toll increases will not help. The port authority is giving NJ plenty of cash that is being skimmed from the tolls now. They certainly do not need to take more from honest hard working citizens. Please do not increase one cent.
Sincerely,
Paul Humphris
Toms River, NJ

Collins, Cheryl

From: Paul Casale <pcasale@casale.net>
Sent: Friday, April 3, 2020 7:10 PM
To: NJTAPublicComments
Subject: No toll hikes

Follow Up Flag: Follow up
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We are taxed to near death and we don't want increases in tolls. Why are you doing this when we are all loosing our jobs because of Communist China
Paul Casale



Collins, Cheryl

From: Boris Kerzner <bkerzner@gmail.com>
Sent: Friday, April 3, 2020 6:53 PM
To: NJTAPublicComments
Subject: comment on NJ Turnpike Authorities' highway expansion project

Follow Up Flag: Follow up
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To whom it may concern:

I object to the NJ Turnpike Authorities' highway expansion project. It will add lots of air pollution and contribute to the release of greenhouse gases thus leading to climate change.

Thank you,
Boris

Collins, Cheryl

From: Billie Lorchak <esther414bl@yahoo.com>
Sent: Friday, April 3, 2020 6:12 PM
To: NJTAPublicComments
Subject: Toll hike hearings during LOCKDOWN??□□□□□

Follow Up Flag: Follow up
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What a sorry COMMUNIST DICTATOR LOOKS LIKE- PHIL MURPHY!

How dare you order the lockdown citizens and then proceed with MASSIVE TOLL HIKE hearings while the PUBLIC cannot attend because of YOUR ORDER!!!

There aren't enough dirty words to convey my ANGER at Phil Murphy!! Every dirty word you EVER heard, attach it to Phil Murphy's name and you still won't get a hint of how FURIOUS I am at him!

There was a massive protest about this kind of government behavior that triggered a huge war.... it was called THE BOSTON TEA PARTY! New Jersey will NOT stand by while this SCHMUCK Murphy does this to our state!!! There are consequences for doing this in America, and so far, New Jersey is STILL IN AMERICA!

PHIL MURPHY CEASE AND DESIST FROM YOUR ILLEGAL AND REPREHENSIBLE BEHAVIOR!!!

A FURIOUS New Jersey Citizen whose money you've been stealing!
Billie Lorchak!!!

Sent from my iPhone

Collins, Cheryl

From: Joseph Anthony <castagnino.joseph@gmail.com>
Sent: Friday, April 3, 2020 5:09 PM
To: NJTAPublicComments
Subject: Unacceptable Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

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THE PARKWAY AND TURNPIKE TOLL INCREASES AND ACTIONS SUCH AS THIS NEED TO BE STOPPED IMMEDIATELY! MURPHY NEEDS TO BE REMOVED FOR ABUSE OF POWER!

While NJ has been ravaged with death from Covid-19, people struggle to pay their rent, pay their mortgages and pay their bills, our so called "Governor" has decided the timing was right for a massive toll increase on the residents of NJ.

Is this really what the priority is for the state of NJ?

Why do the pockets of law abiding, tax paying CITIZENS continue to get drained, while this scumbag "Governor" steals our money and gives it to ILLEGALS!! If there is a shortage for the budget in ANY WAY, the first source to close that gap should come from ceasing ALL funding to ILLEGALS! PERIOD!

In addition, this so called "meeting" that was held for toll increases was strategically planned to be held the day after our dictator of a "governor" publicly threatened EVERY resident of the state, by saying he would use "any force necessary" to keep people locked in their homes. He made it IMPOSSIBLE for the residents to attend this meeting and file their official disputes.... a PERFECT EXAMPLE OF TAXATION WITHOUT REPRESENTATION!

This is NOT the time to increase tolls, taxes or ANYTHING in NJ. The citizens of NJ need RELIEF, NOT increases.

The "illegal immigrants" need to STOP receiving ANY benefits from taxpayers IMMEDIATELY as that money belongs to the tax paying citizens of NJ!

ENOUGH!

Last week, he also removed the ability for citizens to protect themselves, by once again abusing his authority and power - he took away our SECOND AMENDMENT RIGHT! The only reason that we got our "right" back is due to the federal government stepping in, and several lawsuits that were filed against him. This does not change the fact that they were taken away in the first place. NOBODY has the right to take away ANY CONSTITUTIONAL RIGHTS of the citizens!

Yesterday, Murphy stated that he would "confiscate" medical supplies as he sees fit. This is totally out of control, and he has NO authority to steal peoples or company's property. Please understand, he did not state

Collins, Cheryl

From: Venkat N. Karimanasseri <knv123@gmail.com>
Sent: Friday, April 3, 2020 4:19 PM
To: NJTAPublicComments
Subject: Stop the Toll increase proposed.

Follow Up Flag: Follow up
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I am against the massive toll increases for the NJTurnpike, Garden State Parkway & AC Expressway.

It will adversely affect low income families and small businesses suffering already from the impact of covid19.

Collins, Cheryl

From: Armand Graham <a@armandgraham.com>
Sent: Friday, April 3, 2020 4:10 PM
To: NJTAPublicComments
Subject: STRONG OBJECTION to the NJ Turnpike Authority's proposed Capital Plan

Follow Up Flag: Follow up
Flag Status: Completed

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Hi???

??

As a resident of Montclair, NJ and a??registered voter, I want to??express my STRONG OBJECTION to the??NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway??to the fossil fuel industry. That the Proposed Capital Plan does not address the URGENT need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding??the interests of the People. Certainly, our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

??

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

The State???'s Plan is an environmental disaster:

???' The Plan will increase vehicle traffic and exponentially increase greenhouse gases.

???' The Plan will worsen already poor air quality, promote sprawl, and degrade wetlands.

???' Dedicating billions of dollars to expanding highways flies in the face of the State???'s clean energy goals, the recommendations in the State???'s Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.

???' The Plan will not even reduce traffic congestion.?? Study after study has shown that widening roads only temporarily relieves congestion.?? In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion.?? To paraphrase the Field of Dreams, if you build it, the cars will come. ??

???' The way to reduce traffic is to fund and expand mass transit.?? The bulk of the money from the toll increase should be used for this purpose.??

???' No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
??

???' The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan. After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel.?? Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th.?? Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

??

All the best,

Armand Graham
Architect & Designer

Collins, Cheryl

From: Mary Ellen Peppard <mpeppard@njfoodcouncil.com>
Sent: Friday, April 3, 2020 3:58 PM
To: NJTAPublicComments
Subject: Comments on Proposed 2020 Capital Improvement Program

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Impr

April 1, 2020

Mr. John Keller
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ 07095

Dear Mr. Keller:

On behalf of the New Jersey Food Council, a trade association representing food retailers, including supermarkets, independent grocers and convenience stores, and their supplier partners, we appreciate the opportunity to provide comments on the Proposed 2020 Capital Improvement Program. NJFC recognizes that a robust transportation infrastructure is critical to the efficient movement of food and other necessities. The proposed capital program includes several dozen projects and improvements, including widening parts of the Turnpike and Parkway, replacing bridges, and converting the Turnpike and Parkway to all-electronic tolling. These changes can reduce congestion and increase safety on critical highways.

However, we are concerned about the significant toll increases being proposed, a 36 % increase in tolls on the Turnpike and a 27 % increase in tolls on the Parkway. This would greatly increase costs for NJFC members to move food and other necessities. Further, we often see revenues which are supposed to be dedicated for a specific purpose diverted for other purposes. We do agree that if the tolls are increased, indexing is a prudent

move as incremental and predictable increases are easier to absorb and budget for than large, infrequent increases.

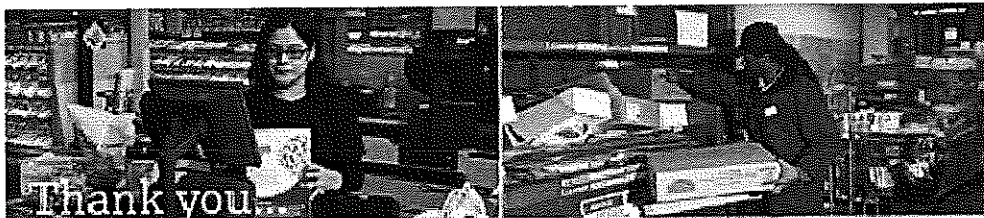
The State needs to develop a comprehensive plan, in consultation with stakeholders, which considers the cumulative impact of revenue raisers in conjunction with a possible gas tax increase. Government officials and private sector stakeholders are working day and night to mitigate the impact of COVID-19 and protect the public health. NJFC members are on the front lines of this crisis, which underscores the importance of food distribution as an essential industry, ensuring residents, businesses, and emergency personnel get the food and supplies they need in a timely manner. Further debate on toll increases should be suspended until after this crisis has ended, and all relevant parties can engage in a meaningful dialogue. The Legislature and Governor have recognized this as well, suspending further debate on the State Budget until the crisis has ended and policymakers and stakeholders can focus their attention on non-emergency issues.

Thank you for considering the views of the New Jersey Food Council. If we can provide additional information, please contact us at 609-392-8899 or via email at ldoherty@njfoodcouncil.com or mpeppard@njfoodcouncil.com.

Sincerely,

Linda Doherty
NJFC President

Mary Ellen Peppard
Vice President
New Jersey Food Council
(O) 609-392-8899
(C) 609-203-0168
mpeppard@njfoodcouncil.com



to the entire food industry and its dedicated employees for their tireless efforts to replenish and restock shelves, while ensuring the cleanliness of stores and facilities for every consumer.



Collins, Cheryl

From: Janna Chernetz <janna@tstc.org>
Sent: Friday, April 3, 2020 3:58 PM
To: NJTAPublicComments
Subject: NJTA Public Comments
Attachments: NJTA Sign On Comments April 2020.pdf

Follow Up Flag: Follow up
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CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Attached please find comments related to the NJTA proposed toll increase and proposed capital plan submitted timely in accordance with the notice on njta.com:

The public comment period will remain open until 5 p.m. April 3rd. You are invited to submit your comments by email to NJTAPublicComments@NJTA.com or by mail or courier to Executive Director, New Jersey Turnpike Authority, 1 Turnpike Plaza, P. O. Box 5042, Woodbridge, NJ 07095

Thank you.

--

Janna Chernetz, Esq.

Deputy Director & Director, New Jersey Policy

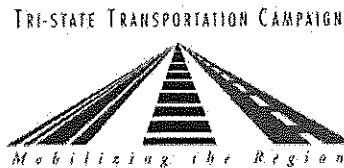
Tri-State Transportation Campaign

212-268-7474 (NYC)

609-271-0778 (NJ)

www.tstc.org

blog.tstc.org



April 3, 2020

Re: Advocating for Transit and Opposing Billions on Road Expansion in New Jersey

Executive Director John Keller and Members of the NTJA Board of Commissioners,

Transit and environment advocates strongly oppose NJTA's unprecedented capital program, which will direct billions of dollars toward road expansion projects—all without any plan or funding for concomitant transit like dedicated lanes for bus rapid transit.

The \$24 billion capital program calls for more than 50 major projects to be undertaken on the New Jersey Turnpike and Garden State Parkway in rolling, five-year increments. Thirteen of these projects will ultimately widen over 100 miles of roadway on the Turnpike and Parkway, and none of the projects would allow for any transit expansion or incorporate a transit component.

This proposed capital program directly contradicts the state's Energy Master Plan, released in January after a year long process, which aims to reduce greenhouse gas emissions and transition the state to 100% clean energy sources by 2050, with an emphasis on expanding public transportation options and reducing vehicle miles traveled (VMT). Widening highways, and therefore encouraging more travel by automobile, will only bolster the state's car-dependent culture and increase sprawl development—the exact opposite of what the state should be doing to reach its greenhouse gas emissions reductions and clean energy goals. This is the opposite effect of reducing VMT. While road widenings relieve congestion initially, it is proven that widenings will eventually lead to more driving and result in the same congestion the widening was meant to alleviate. This is widely known as the concept of "induced demand."

1

In addition, the Turnpike Authority has an obligation to the residents of the State to be fair and equitable neighbors. The Turnpike Authority's road network is often a barrier to the state's non-motorized transportation network. This is especially true at interchanges and river

¹ Schneider, Benjamin. "CityLab University: Induced Demand." *CityLab*, Bloomberg L.P., 6 September 2018, <https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/>



crossings. Funding should be set aside in the budget to include bike and pedestrian improvements on projects where local bicycle and pedestrian safety and access will be affected.

The Turnpike Authority claims that the plan will “sustain tens of thousands of jobs in the coming years and help maintain a transportation network that provides a competitive edge for New Jersey in the regional, national, and global economies.” However, funding highway projects to stimulate the economy represents a lose-lose. Investing in mass transit and fixing our crumbling roads and bridges will produce more jobs, reduce traffic congestion, and have a better impact on the environment. According to Smart Growth America, public transportation investments generate 31 percent more jobs per dollar than new construction of roads and bridges, and repair work on roads and bridges generates 16 percent more jobs per dollar than new bridge and road construction.²

To make matters worse, this proposed capital plan comes at a time when New Jersey Transit is billions of dollars in debt and suffering from overcrowded trains, unreliable and infrequent service, and antiquated infrastructure. Although Governor Murphy has proposed a new state budget for fiscal year 2021 that would funnel \$129 million from NJTA to NJ Transit, the subsidy is \$169 million less than it was in 2016. The economic impacts to the Governor’s proposed budget caused by COVID-19 still remain unknown.

Given the historic revenue losses facing NJ Transit because of the global health crisis, we ask you as fiduciaries of the NJTA to ensure that investment in the state’s transportation infrastructure appropriately matches present and future needs. New Jersey must reconsider its transportation investment priorities to achieve its urgent climate and energy goals. Money invested today and projects built tomorrow are likely to impact the state for decades, which is why it’s important that we get this right. This is an opportunity to make New Jersey a healthier and more sustainable place to live and do business.

Finally, the public process has been significantly thwarted by the ongoing global pandemic of COVID-19 and subsequent mandatory social distancing requirements. **This global, national and state response has made it impossible for a true public process and comment period to occur.** Despite a looming recession and the recent global health crisis, NJTA is rushing to approve toll hikes to fund the capital program, even as the State Assembly just recently passed a series of emergency economic-relief bills. On the same day that Governor Murphy closed all schools

² “Recent Lessons from the Stimulus: Transportation Funding and Job Creation.” *Smart Growth America*, February 2011, <https://smartgrowthamerica.org/app/legacy/documents/lessons-from-the-stimulus.pdf>

TRI-STATE TRANSPORTATION CAMPAIGN



indefinitely and began the restrictions of closing non-essential businesses via Executive Order 104, the Turnpike Authority still went ahead with in-person public hearings, which were lacking in attendance. Despite Governor Murphy's declaration that this is "not a time for business as usual," the Turnpike Authority continued "business as usual" in direct defiance of the Governor's direction. Additionally, the Turnpike Authority did not make the planning documents available to the public until just two days before the scheduled hearing.

Therefore we, the undersigned, urge you to reconsider the approval of the toll increases and proposed 2020 Capital Plan until such time as Governor Murphy has lifted the stay-at-home restrictions set forth in Executive Orders 104-108 and subsequent orders as may be made necessary as the state continues to combat COVID-19 so that true public process can occur. In the alternative, the undersigned object to the proposed Capital Plan and urge the Turnpike Authority to develop a plan that is consistent with the goals of the Energy Master Plan.

Sincerely,

Janna Chernetz
Deputy Director
Tri-State Transportation Campaign (TSTC)

Brandon J. McKoy
President
New Jersey Policy Perspective

Doug O'Malley
Director
Environment New Jersey
Philadelphia

John Boyle
Research Director
The Bicycle Coalition of Greater

Ed Potosnak
Executive Director
New Jersey League of Conservation Voters

Jeff Tittel
Senior State Director
New Jersey Sierra Club

Peter Kasabach
Executive Director
New Jersey Future

Amy Goldsmith
NJ State Director
Clean Water Action

TRI-STATE TRANSPORTATION CAMPAIGN



Richard Lawton
Executive Director
New Jersey Sustainable Business Council

Cyndi Steiner
Acting Executive Director
NJ Bike Walk Coalition

Beth Osborne
Director
Transportation 4 America

Collins, Cheryl

From: Tim Sevenser <orbit7er@gmail.com>
Sent: Friday, April 3, 2020 3:57 PM
To: NJTAPublicComments
Subject: New Jersey Turnpike Expansion Public comment Tim Sevenser NJARP Director
Attachments: NJTURNPIKEAUTHORITYTJS20200403.pdf

Follow Up Flag: Follow up
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CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

STATEMENT TO THE NEW JERSEY TURNPIKE AUTHORITY ON PROPOSED TOLL HIKE AND CAPITAL CONSTRUCTION PLAN
Tim Sevenser^[SEP]81 St Johns POB 296^[SEP]Mount Tabor, NJ 07878
Director of New Jersey Association of Rail Passengers
NJ Sierra Club Transportation Committee Member
SUBMITTED BY EMAIL APRIL 3, 2020

In the midst of the Covid19 virus which is already taking 90% of cars off the roads as people work from home or stay in social isolation it is folly to continue planning for \$11 Billion in major road expansions - essentially a disaster for fossil fuel emissions.^[SEP]We do not yet know the long term impacts of the social isolation shutdown on future Transportation needs. Will people continue to work from home at much higher levels? Will there be a movement back from high rise New York City to less densely populated walkable Transit Oriented Main Streets by NJ Transit's many train stations? Support for more distributed development has been a key part of the Regional Plan Authority's Fourth Regional Plan just updated in 2019.

The pandemic aftermath may accelerate the desire for Main Streets.

Public hearings, comments and plans for such fossil fuel expansions should be put on hold until the pandemic raving New Jersey is over as called for by "Don't Gas the Meadowlands" and a coalition of 60 Environmental, Social Justice, and Transit groups.

It is ironic that the Covid-19 shutdown and consequent huge reduction in driving emissions has led to a consequent huge reduction in NOx and other pollution which already endangers public health but further contributes to asthma and respiratory issues which make Covid-19 more dangerous.

Besides the major threat to Climate Change posed by the 43% of NJ emissions from driving do we really want to go back to normal pollution levels from driving once^[SEP]the pandemic is over?

Unfortunately, the capital construction plans of the Turnpike Authority, to be funded by the proposed rate hike, will follow the path of the last \$7 Billion road widening stint and lead to more driving, more pollution and ironically just lead to more congestion.

And directly contradicts the Energy Master plans calls to reduce driving and greenhouse emissions from Transportation. To quote the New Jersey Energy Master Plan Executive Summary (emphasis added), "The EMP found that New Jersey can cost-effectively reach its goals of 100% clean energy and reduce its greenhouse gas emissions below the GWRA target largely through electrifying the transportation and building sectors, promoting energy efficiency, and meeting more than a doubling of load growth with 94% carbon-free electricity (the remaining 6% can be provided with carbon-neutral electricity). Successfully implementing the strategies within this EMP will result in a drastic reduction in New Jersey's demand for fossil fuels. Making the building, transportation, and electricity sectors more efficient will also contribute greatly toward meeting the state's goals, as eliminating wasted energy and reducing overall consumption is the most cost-effective and cleanest energy system option. Importantly, in embracing this climate challenge, New Jersey is also poised to take advantage of a profound opportunity to expand the clean energy innovation economy,

support New Jersey families, and create new long-term jobs. The state will also be sensitive to the potential for rising costs, and be aggressive in limiting these costs whenever possible through prioritization and phasing in goals over an appropriate and reasonable timeframe...”

The New Jersey Energy Master Plan clearly documents that the transportation sector is responsible for slightly under 50% of the greenhouse gases emitted in our state. It concludes that “mobile sources are also the largest cause of ozone precursors in New Jersey and are responsible for 71% of the state’s nitrogen oxides (NOx) emissions, as well as particulate matter. Ground level ozone, also called smog, can cause permanent lung and heart damage, reproductive and developmental harm, and premature death, according to the American Lung Association. Importantly, according to U.S EPA’s National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in non-attainment for ground-level ozone standards.”

Given these facts, the plan highlights the importance of controlling transportation-related pollution by making its First Strategy “Reduc(ing) Energy Consumption and Emissions from the Transportation Sector” and under that strategy, Primary Goal 1.1 that: The transportation sector should be almost entirely decarbonized by 2050, with an early focus on electrification of light-duty (passenger) vehicles and short-range medium- and heavy-duty vehicles, particularly in environmental justice communities. Further, there should be a concerted effort to reduce vehicle miles traveled. Unfortunately, the Turnpike Authority’s proposed capital construction plan and its associated toll hike does not address the serious climate change crisis facing us and contradicts the EMP’s goals to reduce Vehicle Miles Travelled. I agree with the following parts of the Authority’s plan:

proposed allocation of toll money to improve and support public transit, provided that the money allocated is in addition to, rather than replacing allocations from the State’s general funds;
building additional express cashless toll lanes that don’t require lane shifting and slowing down on the toll roads; and
bridge repair projects.,

However, the bulk of the capital plan involves road widening projects on both the Turnpike and the Parkway. Rather than decrease future VMT as mandated by the Energy Master Plan, these projects will result in increased VMT and thus actually increase congestion. To quote from The Congestion Con, published by Transportation for America:

In an expensive effort to curb congestion in urban regions ... we have spent decades and hundreds of billions of dollars widening and building new highways. We added 30,511 new freeway lane-miles of road in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of freeway expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Yet this strategy has utterly failed to “solve” the problem at hand—delay is up in those urbanized areas by a staggering 144 percent. <http://t4america.org/maps-tools/congestion-con/>

All these roads are paralleled by Rail Lines like the Northeast Corridor, the ^{SEP}Newark Light Rail and the long planned extension of the Hudson-(Bergen) Light Rail to Bergen County and possible extension all the way to New York State. Rail is the most energy efficient form of Transportation as illustrated by this graphic from the Austrian Rail site:

Austria’s Electric Rail is already 100% powered by renewable electricity with the first pilot of Rail traction from solar panels above the Railroad tracks augmented by solar panels at train stations, platforms and parking lots. The International Energy Agency in January, 2019 documented that Climate goals could only be reached by expansion of energy efficient Rail, in particular Electric Rail, which as noted above is increasingly being powered by Solar renewable electricity with virtually no greenhouse emissions after installation.

What is particularly egregious in this plan is wasting \$4.5 Billion on Urban highway^{SEP} expansion from Exits 14 to 14c into

very dense Jersey City when there is a Green Transit alternative to take Rail to Hoboken and then the Hudson-(Bergen) Lightrail or

take Rail to Newark Penn Station and the PATH to Newport and Exchange Place.

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Similarly flawed is the \$5.5 Billion planned expansions around Exit 15W^[SEP] which is already served by the Secaucus Transfer.

A far better investment to reduce traffic would be to complete the Northern Corridor extension to Englewood and onto New York State of the Hudson-(Bergen) Lightrail and also the cross Passaic Rail from Hawthorne to Paterson to Hackensack.

The 131 lane miles added on the New Jersey Turnpike in the last expansion is now costing us \$3 Million per year to maintain.

Maintaining expanded Urban highways will be even more expensive.

Instead of continuing down the path of endless road expansion which is a proven failure

to resolve congestion, let alone reducing greenhouse emissions and transportation expenses, New Jersey should be following the lead of Virginia and its innovative^[SEP] VRE-CSX public-private partnership to expand Rail to get cars off the road and actually save money.

Instead of spending \$11 Billion on widening highways from Metropolitan DC to Richmond, Virginia, Virginia is investing only \$3.5 Billion in expanding both passenger Rail and Freight Rail capacity by partnering with CSX Railroad.

<https://www.railwayage.com/passenger/intercity/virginia-csx-amtrak-get-serious-about-passenger-rail/>

"Amtrak trains will operate almost every hour between Washington, D.C. and Richmond, Va., within 10 years under a landmark \$3.7 billion agreement involving the Commonwealth of Virginia, CSX and Amtrak that will expand passenger rail service in the region and other parts of the state, improve CSX's capacity, and cost far less than one-third of an interstate highway expansion, according to a Dec. 19 Richmond Times-Dispatch report."

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As the most densely populated State, more densely populated than China New Jersey should be serious about using our Rails, unused Rail Rights of Way to truly reduce congestion, promote walkable Main Streets and improve public health by reducing auto pollution.

Furthermore with the advent of Solar Rail we can power Rail with Solar and renewable energy in a matter of a few years creating virtually no emissions and actually make money selling the Solar or renewable power back to the grid.

Tim Sevenser, Director New Jersey Association of Rail Passengers,^[SEP]

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tim sevenser

orbit7er@gmail.com

STATEMENT TO THE NEW JERSEY TURNPIKE
AUTHORITY ON PROPOSED TOLL HIKE AND CAPITAL
CONSTRUCTION PLAN

Tim Sevener
81 St Johns POB 296
Mount Tabor, NJ 07878

Director of New Jersey Association of Rail Passengers
NJ Sierra Club Transportation Committee Member
SUBMITTED BY EMAIL APRIL 3, 2020

In the midst of the Covid19 virus which is already taking 90% of cars off the roads as people work from home or stay in social isolation it is folly to continue planning for \$11 Billion in major road expansions - essentially a disaster for fossil fuel emissions. We do not yet know the long term impacts of the social isolation shutdown on future Transportation needs. Will people continue to work from home at much higher levels? Will there be a movement back from high rise New York City to less densely populated walkable Transit Oriented Main Streets by NJ Transit's many train stations?

Support for more distributed development has been a key part of the Regional Plan Authority's Fourth Regional Plan just updated in 2019.

The pandemic aftermath may accelerate the desire for Main Streets.

Public hearings, comments and plans for such fossil fuel expansions should be put on hold until the pandemic ravaging New Jersey is over as called for by "Don't Gas the Meadowlands" and a coalition of 60 Environmental, Social Justice, and Transit groups.

It is ironic that the Covid-19 shutdown and consequent huge reduction in driving emissions has led to a consequent huge reduction in NOx and other pollution which already endangers public health but further contributes to asthma and respiratory issues which make Covid-19 more dangerous.

Besides the major threat to Climate Change posed by the 43% of NJ emissions from driving do we really want to go back to normal pollution levels from driving once the pandemic is over?

Unfortunately, the capital construction plans of the Turnpike Authority, to be funded by the proposed rate hike, will follow the path of the last \$7 Billion road widening stint and lead to more driving, more pollution and ironically just lead to more congestion.

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The New Jersey Energy Master Plan clearly documents that the transportation sector is responsible for slightly under 50% of the greenhouse gases emitted in our state. It concludes that *“mobile sources are also the largest cause of ozone precursors in New Jersey and are responsible for 71% of the state’s nitrogen oxides (NOx) emissions, as well as particulate matter. Ground level ozone, also called smog, can cause permanent lung and heart damage, reproductive and developmental harm, and premature death, according to the American Lung Association. Importantly, according to U.S EPA’s National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in non-attainment for ground-level ozone standards.”*

Given these facts, the plan highlights the importance of controlling transportation-related pollution by making its First Strategy *“Reduc(ing) Energy Consumption and Emissions from the Transportation Sector”* and under that strategy, Primary Goal 1.1 that: *The transportation sector should be almost entirely decarbonized by 2050, with an early focus on electrification of light-duty (passenger) vehicles and short-range medium- and heavy-duty vehicles, particularly in environmental justice communities. Further, there should be a concerted effort to reduce vehicle miles traveled.*

Unfortunately, the Turnpike Authority’s proposed capital construction plan and its associated toll hike does not address the serious climate change crisis facing us and contradicts the EMP’s goals to reduce Vehicle Miles Travelled. I agree with the following parts of the Authority’s plan:

A) proposed allocation of toll money to improve and support public transit,

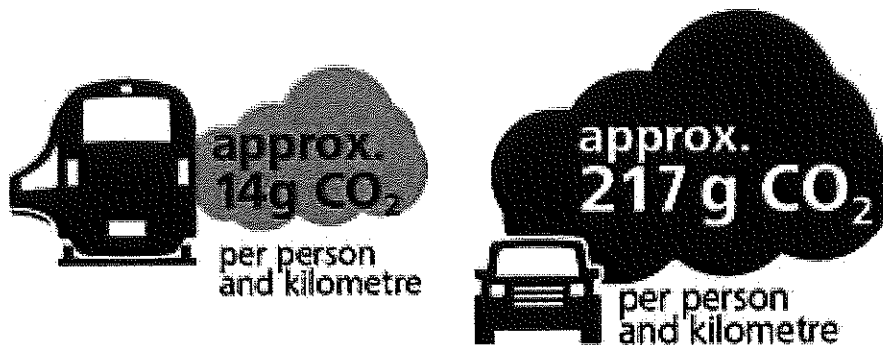
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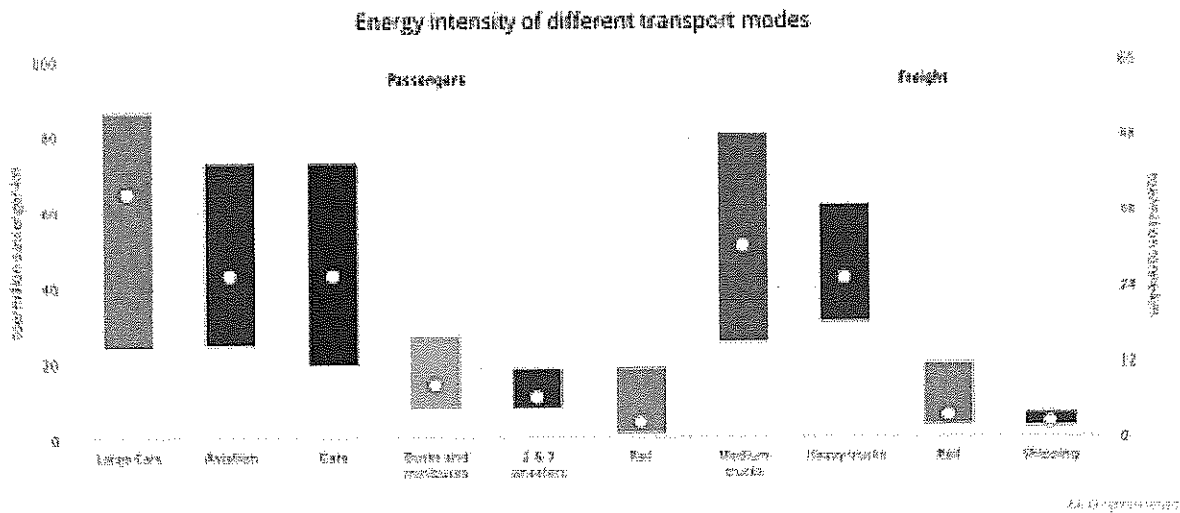
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“Amtrak trains will operate almost every hour between Washington, D.C. and Richmond, Va., within 10 years under a landmark \$3.7 billion agreement involving the Commonwealth of Virginia, CSX and Amtrak that will expand passenger rail service in the region and other parts of the state, improve CSX’s capacity, and cost far less than one-third of an interstate highway expansion, according to a Dec. 19 Richmond Times-Dispatch report.”

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Tim Sevenser, Director New Jersey Association of Rail Passengers,

Collins, Cheryl

From: Eugene Fridkin <eugfri@gmail.com>
Sent: Friday, April 3, 2020 3:20 PM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hello,

I wanted to express my disagreement with proposal to raise tolls on Garden State Parkway, NJ Turnpike and Atlantic City Expressway.

This is not the time to do it when NJ state economy has been severely impacted by current public health crisis. I believe raising tolls will cause extremely negative impact on all residents - including even those who do not commute on these major roads cause all logistics companies will have to factor in toll increases into their fees.

When the state is hit with severe economic uncertainty, many small businesses closing their doors and laying off people - raising tolls is absolutely worst idea for this time.

Let New Jersey return to normal, let unemployment figures to go down, let public health crisis pass - then it may be proper time and place to have public discourse about raising tolls.

Thank you for your attention to my comments.

Eugene Fridkin
37 Galston Drive
Princeton Junction
NJ 08550

Collins, Cheryl

From: David Pringle <dpringle1988@gmail.com>
Sent: Friday, April 3, 2020 3:08 PM
To: NJTAPublicComments
Cc: Amy Goldsmith; John Reichman; Doug O'Malley; Eric Benson; jeff tittel; Ken Dolsky; Matthew Smith; Tracy Carluccio; Taylor McFarland; Megan Steele
Subject: Re: Turnpike Toll Hike / 2020 Capital Plan comments
Attachments: Copy of Turnpike comments (00234534;1).docx.pdf

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Apologies, we inadvertently submitted below a working draft of our comments. Please disregard those and accept these as our final comments in this matter. If possible we would appreciate confirmation of receipt. Thank you!

On Fri, Apr 3, 2020 at 2:31 PM David Pringle <dpringle1988@gmail.com> wrote:

Please see the attached comments of EmpowerNJ to NJTA's proposed 2020 capital plan funded by the proposed toll hike. Please confirm receipt. Thank you!

John Reichman

917.626.8025

U.S. Treasury Circular 230 Notice: Any U.S. federal tax advice included in this communication was not intended or written to be used, and cannot be used, for the purpose of avoiding U.S. federal tax penalties.

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**EMPOWERNJ'S COMMENTS TO
THE NEW JERSEY TURNPIKE AUTHORITY'S
PROPOSED CAPITAL PLAN¹**

The New Jersey Turnpike Authority's proposed \$24 billion capital improvement plan (the "Plan") is an affront to the State's clean energy policies, the health and well-being of New Jersey residents and common sense.

The bulk of the plan, spending more than \$16 billion over ten years, is to be used to widen the New Jersey Turnpike and Garden State Parkway. More than 250 bridges will need to be replaced or widened to accommodate the road widening. History tells us that the \$16 billion will almost certainly increase by billions of dollars because of cost overruns and delays.

Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP), Executive Order 100 and the scientific consensus that we must dramatically reduce greenhouse gases immediately. The Plan will worsen already poor air quality, promote sprawl, and, of course, increase the emissions of dangerous greenhouse gases (GHG) fueling our climate crisis.

Not only that, the Plan will not even reduce traffic. Study after study has shown that widening roads results in what is commonly known as induced demand. Wider highways only temporarily relieves congestion; in the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.

The way to reduce traffic is to fund and expand mass transit, which is what any toll increase should, in substantial part, be used for. Green infrastructure will also produce the same if not more jobs as road building.

In the introduction to the Authority's Plan, Commissioner Diane Gutierrez-Scaccetti stated that the Authority's goal is to "further sustainability and proper maintenance of Authority assets." That should **not** be the goal -- like any State agency, the Authority's goal should be to

¹ EmpowerNJ is a coalition of more than 90 environmental, community, and faith and labor groups. Leonard Resto, President, New Jersey Association of Railway Passengers, joins in the submission of these comments.

promote the health, safety and welfare of New Jersey residents. The Authority should be working for the people of the State and not its own self-interest.

Using any relevant metric -- cost, GHG emissions, land use, traffic congestion, land use and jobs -- the Plan is disastrous for the health, welfare and well-being of New Jersey residents. The Authority should be pivoting immediately away from new road building to a "fix it first" approach that maximizes the efficiency of our existing roads and prioritizes climate considerations. No plan should even be drafted, much less adapted, without calculating and considering GHG emissions and no road widening plan should be adopted without considering induced demand.

THE AUTHORITY'S UNCONSCIONABLE DECISION MAKING PROCESS

Before discussing the Plan itself, we need to address the Authority's shameful process for preventing any meaningful public consideration of its ill-advised Plan.

On March 9, 2020, Governor Murphy's Executive Order 103 declared a State of Emergency in New Jersey due to the Covid 19 pandemic. The Executive Order ordered the State Director of Emergency Management to supervise and coordinate with all State agencies to implement the Order and it was the duty of every State agency to cooperate fully with the Director. Each Agency was empowered to waive, suspend or modify any of its rules to promote the public welfare.

On March 16, 2020, the Governor issued Executive Order 104, closing all schools indefinitely and beginning the closing of non-essential businesses. All public gatherings of more than 50 people were prohibited. It was the duty of each State agency to cooperate in all matters relating to the Executive Order 104.

Thumbing its nose at the Executive Orders and disregarding the health of New Jersey residents and sensible precautions needed to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Similar to the Plan itself, the Authority put its interests ahead of those of the public.

Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding, i.e., the construction trades, who were obviously tipped off about the Plan and the hearing well in advance of the public. The fix was in.

The reason the Authority is rushing through its Plan, figuratively in the dead of night, while the State is consumed with the Covid 19 crisis and our fellow citizens are dying is obvious: any light and transparency would doom the Authority's fatally flawed Plan. The Authority must immediately put its Plan on hold and have new public hearings after the coronavirus emergency has abated.

THE CLIMATE CRISIS AND THE STATE'S ENERGY MASTER PLAN

The Authority simply ignores the grave threat that climate change poses and the State's policy of reducing GHGs.

In New Jersey, vehicles account for 40.6% of the State's net GHG emissions making it the highest emissions source in the State. (EMP at 12, 40). This does not even take into account GHG emissions created through the extraction, refining and distribution of fossil fuels used to run those vehicles.

The EMP calls for, among other things, a concerted effort to reduce VMT and to expand mass transit, which "will also yield many economy-wide financial and health benefits: (Id. at 14).

It is worth noting that without a hint of irony, the Plan includes spending \$1.4 billion to raise the portion of the Parkway between Bass Harbor and Mullen River/Great Egg Harbor. This is a direct result of climate change and this project represents a miniscule amount of what we will need to address rising sea levels.

THE HIGHWAY WIDENING PLANS

The bulk of the spending in the Plan is devoted to widening the Turnpike and Parkway. The following road widening projects at a cost of \$16.12 billion are included in the Plan:

- Widening the Parkway between interchanges 98 – 125, including replacing and widening 27 bridges (\$1.35 billion).
- Widening the Parkway between interchanges 129-147, including replacing or widening 36 bridges (\$800 million).
- Widening the Parkway between interchanges 142-154, requiring the replacement and widening of 47 bridges (\$2.5 billion).

- Widening the Parkway between interchanges 154-163, requiring the widening, rehabilitation and replacement of 51 bridges (\$750 million).
- Widening the Turnpike between interchanges 1 and 2, requiring the replacement and widening of 18 bridges (\$400 million).
- Widening the Turnpike between interchanges 2-3, requiring 21 bridges to be replaced and widened (\$400 million).
- Widening the Turnpike between interchanges 3-4, requiring the replacement or widening of 11 bridges (\$300 million).
- Widening the Turnpike between interchanges 14-18A, requiring the replacement or widening of three bridges and constructing a new Newark Bay Bridge (\$3 billion).
- Widening the Turnpike between interchanges 14A-14C, requiring the replacement or widening of 26 bridges (\$1.3 billion).
- Widening the Turnpike between Southern Mixing Bowl – 15W, including the construction of a new bridge to accommodate through traffic (\$3.5 billion).
- Widening the Turnpike between Interchanges 15W and 16W (\$700 million).
- Widening the Turnpike between Interchange 16W and Northern Mixing Bowl, requiring the reconstruction of bridges and a railroad yard (\$850 million).
- Widening the outer roadway of Interchange 13 of the Turnpike, requiring the reconstruction of a railroad overpass and reconstruction and widening of 13 bridges (\$270 million).

The Plan also calls for the construction of new roads feeding into the Turnpike and Parkway: widening Route 9 and Country Road 530 (\$75 million) and constructing a new road through Carteret and Linden to connect with Turnpike interchange 12 (\$200 million).

THE FAILURE TO CONSIDER CLIMATE IMPACT

We should not even have to say this but given what is in and what is not in the Plan it is necessary to state the obvious: we are in a climate crisis. While we are currently consumed with Covid 19 state of emergency, rising GHG emissions are another invisible killer. The

scientific consensus set out in the now well-known IPCC Report is that we until 2030 to reduce GHGs by 45% to avoid climate catastrophe.

The Plan is one of the largest, if not the largest, fossil fuel oriented projects in New Jersey history. The construction activity itself will be a large service of GHGs. Cement and asphalt are some of the biggest contributors to climate change. But more importantly, the proposed lane widenings will increase VMT dramatically. The national standard is that each new highway lane increases capacity by 2,200 cars/mile/hour under optimal driving conditions. Adding hundreds of miles of new lanes will increase GHGs and climate impacts exponentially.

How much exactly? We don't know because of the lack of detail in the Plan. This is not something we should be guessing at, but the Authority should be calculating. The Governor's Executive Order 100 requires the NJDEP to adopt regulations that will integrate climate change considerations into the State regulatory process. There is no time like the present to do this with regard to one of the greatest GHG's emitting projects in the State's history. Indeed, it could, by itself, prevent the State from meeting its GHG reduction goals.

While electric vehicles (EVs) may be a long term answer to vehicle GHG emissions, that day, unfortunately, is a long way off. EV's now make-up a sliver of the State's total vehicle registrations, only 0.3% of the 6.5 million total vehicles registered as of 2018. (EMP at 63).

We cannot wait for EVs to be the norm. The scientific consensus is that the next nine years are crucial. We need, **now**, to reduce GHGs. The Plan will do exactly the opposite.

OTHER NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS

In addition to contributing to our climate emergency, the Authority's highway widening projects will have numerous other deleterious health and environmental impacts.

"Ground level ozone, also called smog, can cause permanent lung damage. Importantly, according to U.S. EPA's National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in moderate or marginal nonattainment of ground level ozone standards." (EMP at 59). Vehicles are also the largest contributors to ground level ozone and are responsible for "71% of the State's nitrous oxide emissions, as well as particulate matter." (Id.). The increased

traffic resulting from the highway widening will increase air pollution in a state where most counties have 'F' designations from the American Lung Association.

That's not all. The highway widening in the Meadowlands will cut through environmentally sensitive wetlands, increase flooding and resuspend toxic sediment. Widening the Parkway will require the destruction of homes and apartment buildings in environmental justice communities like Hillside, Irvington, Newark, and East Orange.

THE ROAD WIDENING WILL NOT REDUCE CONGESTION

Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt.

Well -documented studies and experience shows, in case after case, that road widening will only provide temporary, if any, congestion relief. Ultimately it will result in more driving and even greater long-term congestion, a phenomenon known as induced demand.

Induced demand was recognized as early as 1930, but became better known and accepted with the publication of The Power Broker, the legendary biography of Robert Moses, New York's "master builder." Caro wrote:

During the last two or three years before [the entrance of the United States into World War II], a few planners had...begun to understand that, without a balanced system [of transportation], roads would not only not alleviate transportation congestion but would aggravate it. Watching Moses open the Triborough Bridge to ease congestion on the Queensborough Bridge, open the Bronx-Whitestone Bridge to ease congestion on the Triborough Bridge and then watching traffic counts on all three bridges mount until all three were as congested as one had been before, planners could hardly avoid the conclusion that "traffic generation" was no longer a theory but a proven fact: the more highways were built to alleviate congestion, the more automobiles would pour into them and congest them and thus force the building of more highways – which would generate more traffic and become congested in their turn in an ever-widening spiral that contained the most awesome implications for the future of New York and of all urban areas.

As Caro also showed, the same effect had been seen earlier with the new parkways that Moses had built on Long Island in the 1930s and 40s, where every time a new parkway was built, it quickly became jammed with traffic and the load on the old parkways was not

significantly relieved. Similarly, the building of the Brooklyn-Battery Tunnel failed to ease congestion on the Queens-Midtown Tunnel and the three East River bridges,

Since the publication of the Power Broker in 1974, scholars, academics and planners have consistently verified Caro's thesis. The Wikipedia page on induced traffic, https://en.wikipedia.org/wiki/Induced_demand, cited a few of them.

"In Southern California, a study by the Southern California Association of Governments in 1989 concluded that steps taken to alleviate traffic congestion, such as adding lanes or turning freeways into double-decked roads, would have nothing but a cosmetic effect on the problem.¹ Also, the University of California at Berkeley published a study of traffic in 30 California counties between 1973 and 1990 which showed that every 10 percent increase in roadway capacity, traffic increased by 9 percent within four years time. A 2004 meta-analysis, which took in dozens of previously published studies, confirmed this: it found that:...on average, a 10 percent increase in lane miles induces an immediate 4 percent increase in vehicle miles traveled, which climbs to 10 percent – the entire new capacity – in a few years.

See also, Adam Mann, *What's Up With That Building Bigger Roads Actually Makes Traffic Worse*, WIRED, June 17, 2014, <https://www.wired.com/2014/06/wuwt-traffic-induced-demand>; Lewis M. Fulton et al., *A Statistical Analysis of Induced Travel Effects in the U.S. Mid-Atlantic Region*, J. TRANSP. & STAT. 2 (2000).

In 2002, the EPA published its Guidebook on Induced Travel. The report concluded studies showed that a 10% increase in highway capacity caused an immediate 3% to 5% increase in VMT in 1 to 2 years and a 5% to 9% increase in VMT over 10 to 20 years.

More recent studies have shown even greater induced demand from new highway lanes. Transportation for America's analysis from 1993-2017, Transportation For America The Congestion Con, <http://t4america.org/maps-tools/congestion-con/>, showed that highway expansions in the top 100 urbanized areas increased traffic congestion because of induced demand:

In an expensive effort to curb congestion in urban regions, we have overwhelmingly prioritized one strategy: we have spent decades and hundreds of billions of dollars widening and building new highways. We added 30,511 new freeway lane-miles of road in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of freeway expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Yet this strategy has utterly failed

to “solve” the problem at hand—delay is up in those urbanized areas by a staggering 144 percent.

Those new lane-miles haven’t come cheap and we are spending billions to widen roads and seeing unimpressive, unpredictable results in return. Further, the urbanized areas expanding their freeways more rapidly aren’t necessarily having more success curbing congestion—in fact, in many cases the opposite is true.

Decades of traffic data across the United States shows that adding new road capacity doesn't actually improve congestion. An example of this is the widening of Los Angeles' I-405 freeway, which was completed in 2014 after five years of construction and a cost of over \$1 billion. The data shows that traffic is moving slightly slower now on 405 than before the widening, <https://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand>.

In fact, you do not have to look further than New Jersey to see that wider highways do not lead to less traffic congestion. Over time the Parkway has been widened to 15 lanes in places and the Turnpike to 14 lanes. That sure has not given anyone any solace during rush hour or on a Saturday trip to the Shore.

THE DESPERATE NEED FOR MASS TRANSIT FUNDING.

VMT have been steadily increasing in New Jersey. In 1989, the earliest year in which there is data, annual VMT was roughly 52.2 billion. “As of 2017, New Jersey drivers traveled a record 77.5 billion vehicle miles. At the same time, miles of roads increased from 33,879 miles in 1984 to 38,896 miles in 2017.” (EMP at 78). Only 12% of the State’s commuters use mass transit. (Id.).

Importantly, in making recommendations with respect to relieving congestion and idling through New Jersey, the EMP does **not** recommend new roads or widening roads. (EMP at 83), instead recommending, among other things, more signal optimization and bus lanes, reducing idling, and, of course, establishing a stable funding source for mass transit. To state the obvious, the use of trains, buses and light rail reduces VMT and emits fewer GHG per passenger than single occupied vehicles.

New Jersey’s transportation spending should be oriented towards fully funding mass transit. That funding is desperately needed. Before the coronavirus crisis hit, New Jersey Transit’s passengers had to endure overcrowded trains, unreliable and infrequent service, and a

crumbling infrastructure. Under the currently proposed budget, the Authority would be providing less funding million f to NJ Transit, than it did in 2016.

Now, with the coronavirus emergency, the situation has become even graver. NJ Transit trains have lost 90% of its ridership with no immediate end to this in sight. Put simply, New Jersey needs mass transit for a sustainable future, which it won't have under the Authority's highway first, and basically highway only, Plan.

The Plan is not also the best way to create jobs; that would be through building green infrastructure, such as investing in mass transit and fixing our crumbling roads and bridges. As the comments submitted by the Tri-State Transportation Campaign demonstrated, public transportation investments generate 31% more jobs per dollar than new construction of roads and bridges, and repair work on roads and bridges generates 16% more jobs per dollar than new bridge and road construction.

Instead of building roads, we should lay tracks. Frustrated by Shore traffic? How about upgrading our third world train service to the Shore to make it an attractive alternative people will actually want to ride on? Instead of laying concrete for roads, use the concrete to raise low-level rail platforms which would aid the elderly and those who under the ADA are physically challenged to use the trains. Instead of raising and widening the Turnpike and Parkway overpasses/bridges, bring them into a state of good repair. Instead of pursuing the same failed road widening strategy that has not worked in the past and won't work in the future. create a "best in class" transit system that would jump start our economy.

WHAT THE AUTHORITY SHOULD BE DOING

The Authority needs to stop living in the past and act consistently with the EMP's recommendations and the State's clean energy policy. It must pivot immediately away from highway-centered transportation programs and towards mass transit projects. Instead of more road building, we need a "fix-it-first" approach that maximizes the efficiency of our existing roads and limits new construction that contributes to sprawl, the destruction of our wetlands and increases pollution

Climate considerations must be paramount in all of our transportation planning. The Authority must analyze the overall climate impacts of projects that would increase GHG

emissions for decades to come. We need to reinvent transportation planning to achieve decarbonization as quickly as possible.

There are States that are making sure that transportation decisions align with climate goals. For example, last year California passed a bill, AB285, which requires the state's transportation department to prioritize emissions reductions as part of the state's transportation plan. This is what the Authority must do.

The Authority should not proceed with the toll hike if it means using those funds for highway widening.

Dated: April 4, 2020

Empower NJ, by its Steering Committee

John Reichman, BlueWaveNJ

Matt Smith, Food & Water Watch

Jeff Tittel, Sierra Club

Doug O'Malley, Environment New Jersey

Amy Goldsmith, David Pringle and Eric Benson,
CleanWater Action

Tracy Carluccio, Delaware Riverkeeper Network

Ken Dolsky, Don't Gas the Meadowlands

Collins, Cheryl

From: Dennis Doros <milefilms@gmail.com>
Sent: Friday, April 3, 2020 2:39 PM
To: NJTAPublicComments
Subject: Objection to Capital Plan

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

As a resident of NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

The State's Plan is an environmental disaster:

- The Plan will increase vehicle traffic and exponentially increase greenhouse gases.
- The Plan will worsen already poor air quality, promote sprawl, and degrade wetlands.
- Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.
- The Plan will not even reduce traffic congestion. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.
- The way to reduce traffic is to fund and expand mass transit. The bulk of the money from the toll increase should be used for this purpose.
- No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
- The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan. After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel. Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

Fondest regards,
Dennis Doros

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Collins, Cheryl

From: Anna Elizabeth <annaelizabeth636@gmail.com>
Sent: Friday, April 3, 2020 2:13 PM
To: NJTAPublicComments
Subject: I REJECT THE \$16B Capital Investment Plan

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

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Collins, Cheryl

From: Stephen Brill <sbrill47@verizon.net>
Sent: Friday, April 3, 2020 2:11 PM
To: NJTAPublicComments
Cc: Michele Spector
Subject: Misinformation Campaign

Follow Up Flag: Follow up
Flag Status: Completed

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Once again the NJTA is misinforming the public!

The NJTA / Interchange 91 project did receive approximately \$33 million of gas tax money funneled through the Transportation Trust Fund. Just ask the Ocean County Freeholders! The County was nothing more than a cover for the NJTA project. The Interchange 91 Sound Study was prepared for the NJTA and Ocean County. When I complained about the increase in noise from the NJTA Shoulder Widening project money was taken from the Interchange 91 project to plant worthless trees along Evergreen Woods Park instead of a proper sound barrier. That's gas tax money! That is what Executive Director Mrozek said he was going to do when Jamie Fox told him to plant trees in my presence after an NJTA public meeting! Oh and let's not forget that the Federal Highway Administration was going to provide \$5 million for the Interchange 91 project, which mysteriously went to zero! Why! Could it be because the Interchange is part of a toll road! Or why did the NJTA refuse to attend a stakeholder meeting at Evergreen Woods Park about their Interchange 91 project! I could continue with their arrogance and lack of accountability! In fact I will ! The miss information regarding their use quiet pavement ! That degrades in a few years and is not regarded by the Federal Highway Administration as sound mitigation! Or A single row of trees planted along the border of the Garden State Parkway to mitigate the noise along Evergreen Woods Park. Again, landscaping is not sound mitigation according to the NJDOT.

It is irresponsible for the NJTA to raise tolls and not be held accountable for the damage their projects have caused!

Don't reward bad behavior!

Don't make drivers pay twice!

Gas tax hike and toll increases are double taxation!

Stephen Brill
806 Jenny Court
Brick 08724

Collins, Cheryl

From: rdgnj@aol.com
Sent: Friday, April 3, 2020 2:10 PM
To: NJTAPublicComments
Subject: Richard D. Grant comments on NJTA proposed new toll schedule and capital improvement plan
Attachments: 2020-04-03 Richard Grant comment on NJTA's proposed new toll schedule and capital paln.docx
Follow Up Flag: Follow up
Flag Status: Completed

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NJTA Executive Director John M. Keller, P.E.:

I am providing my comments on the NJTA proposed new toll schedule and capital improvement plan in a file attached to this email.

Thank you.

-Richard D. Grant, 290 Anderson Street, Apt. 3J, Hackensack, NJ 07601

2020-4-3 NJTA's Proposed New Toll Schedule and Capital Plan

My name is Richard D. Grant. I am a resident of Hackensack, manager of the Facebook public group Climate Action and Clean Energy Update, and a member of 350.org and other environmental advocacy organizations. The views that I express are solely mine.

I strongly believe that, with New Jersey's transportation sector being the largest source (42%) of the state's net greenhouse gas emissions, the New Jersey Turnpike Authority can and should do far more to align both its proposed new toll schedule and capital improvement plan as well as its strategic plan with Governor Murphy's goal to achieve 100% clean energy by 2050 as set out in the 2019 New Jersey Energy Master Plan.

The scope of the remaining opportunities becomes clear when you read the Energy Master Plan's Strategy 1 Reducing Energy Consumption and Emissions from the Transportation Sector (pages 59-93).

To achieve 100% clean energy by 2050, the Energy Master Plan's strategies include:

- Encouraging the adoption of electric vehicles (EVs) and deployment of EV charging infrastructure throughout the state
- Making a concerted effort to reduce vehicle miles traveled
- Accelerating deployment of renewable energy and distributed energy resources
- Maximize energy efficiency and conservation and reduce peak demand

Encourage EV Adoption

Installing charging stations for Tesla and non-Tesla EVs at more of the New Jersey Turnpike's and the Garden State Parkway's 23 service areas is a positive effort that the New Jersey Turnpike Authority should continue but it is not enough.

How could the Authority revise its proposal to further encourage the adoption of EVs?

It could exempt EVs entirely from the toll or only from the amount that the toll would be increased -- permanently or for a limited number of years or until a target number of EVs become registered in the state.

Reduce Vehicle Miles Traveled

Every one of the proposed projects to widen portions of the New Jersey Turnpike and the Garden State Parkway by constructing new lanes needs to be removed from the

capital improvement plan as they each would be in direct conflict with the Energy Master Plan's goal of reducing vehicle miles traveled. Note that the capital improvement plan's section on Parkway Mileposts 80 to 83 states "Four continuous lanes in each direction are needed from Interchanges 80-83 to accommodate future traffic demands." It strains credibility that experienced transportation professionals would not be aware of numerous studies that have documented that building more highway lanes attracts more vehicle use and therefore does not result in materially less congestion – what economists describe as "induced demand" in transportation:.

It is more than a matter of the New Jersey Turnpike Authority conducting studies and pilots of alternative solutions to congestion that have been proven to work in other jurisdictions.

The Energy Master Plan not only (1) recognizes existing trends that would decrease the need for personal vehicles which our present health and economic emergency may accelerate but also (2) states that New Jersey needs to consider a range of policies or strategies to reduce vehicle miles traveled. The trends include ride-hailing services, autonomous vehicles, telecommuting, and compressed and non-traditional work week schedules. The policies or strategies include improving access to public transit, expanding carpool and vanpool programs, and encouraging transit-oriented development.

It is impossible to believe that the New Jersey Turnpike Authority could produce an effective forecast on future vehicle use of the New Jersey Turnpike and the Garden State Parkway that would not take those trends and policies or strategies into account.

How could the Authority, in addition to dropping all of the lane-adding projects, revise its proposal to encourage the reduction of vehicle miles traveled?

Noting that the Proposal's PowerPoint does state that other proposed changes include a bus discount (slide 4), it could exempt buses, vanpools, and carpools or only buses entirely from the toll or only from the amount that the toll would be increased.

Accelerate deploying renewable energy and distributed energy resources

The New Jersey Sports and Exposition Authority's solar farm on a landfill in Kearny is visible from the New Jersey Turnpike. The solar array on Iron Mountain's data center building in Edison is adjacent to Exit 10 of the Turnpike.

But, to my knowledge, the New Jersey Turnpike Authority has yet to construct a solar energy system either on, or on the right-of-way of, the New Jersey Turnpike or the

Garden State Parkway. To be fair, it did issue a purchase order to procure four solar-powered LED tower lights in September 2019.

And highway solar is not a new idea for New Jersey. Assemblyman Ralph Caputo and Assemblyman Daniel Benson introduced a bill in the 2010, 2012, 2014, and 2016 sessions which would direct the state Department of Transportation in consultation with other entities to study the potential for and feasibility of solar and wind energy installations on state highways, including the New Jersey Turnpike and the Garden State Parkway. Assemblywoman Pamela Lampitt and Assemblyman Daniel Benson introduced a bill in the 2016 and 2018 sessions, and Lampitt in the 2020 session, which would authorize the Department of Transportation to permit individuals certified by the New Jersey Board of Public Utilities to install and maintain solar panels on highway and road noise barriers.

How could the Authority revise its proposal to accelerate the deployment of renewable energy and distributed energy resources?

It could add a project to study and pilot the potential of and feasibility of contracting with renewable energy developers to install renewable energy systems as well as to purchase solar-power highway signage.

- Rooftop solar energy systems at the New Jersey Turnpike and Garden State Parkway service areas
- Solar energy systems on the highway right-of-way (which the Oregon DOT pioneered, with Massachusetts and Minnesota following) -- https://www.fhwa.dot.gov/real_estate/publications/row/fhwahep16052.pdf
- Noise barriers that integrate solar energy systems (or add solar energy systems to existing noise barriers)
- Wind turbines that can use the wind created by vehicles moving past the turbines

Maximize energy efficiency

The New Jersey Turnpike Authority should keep the proposed capital improvement plan project to “upgrade existing filament bulb fixtures to LED fixtures and upgrade the wiring at multiple locations along both the Parkway and the Turnpike”.

How could the Authority revise its proposal to maximize energy efficiency?

It could add a project to contract for energy audits of its facilities, including the New Jersey Turnpike and Garden State Parkway service areas, and act on the recommendations.

Thank you for the opportunity to comment on the New Jersey Turnpike Authority's proposed new tolls and capital improvement plan.

Collins, Cheryl

From: Rachel Feddersen <rfishfed@gmail.com>
Sent: Friday, April 3, 2020 1:52 PM
To: NJTAPublicComments
Subject: Prioritize Public Transport

Follow Up Flag: Follow up
Flag Status: Completed

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As a resident of Montclair, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly, our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

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.....
Rachel Fishman Feddersen
(Sent from phone)

Collins, Cheryl

From: John Reichman <reichman@wmlp.com>
Sent: Friday, April 3, 2020 1:50 PM
To: NJTAPublicComments
Subject: EmpowerNJ's Commnets
Attachments: Turnpike comments (00234534;1).docx

Follow Up Flag: Follow up
Flag Status: Completed

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Please see the attached comments of EmpowerNJ to NJTA's proposed capital plan.

John Reichman
917.626.8025

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**EMPOVERNJ'S COMMENTS TO
THE NEW JERSEY TURNPIKE AUTHORITY'S
PROPOSED CAPITAL PLAN¹**

The New Jersey Turnpike Authority's proposed \$24 billion capital improvement plan (the "Plan") is an affront to the State's clean energy policies, the health and well-being of New Jersey residents and common sense.

The bulk of the plan, more than \$16 billion, is to widen the New Jersey Turnpike and Garden State Parkway. The Plan will add 454 new miles of highway, at a cost of approximately \$35,000,000 a mile. More than 250 bridges will need to be replaced or widened to accommodate the road widening. History tells us that the \$16 billion will almost certainly increase by billions of dollars because of cost overruns and delays.

Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP), Executive Order 100 and the scientific consensus that we must dramatically reduce greenhouse gases immediately. The Plan will worsen already poor air quality, promote sprawl, and, of course, increase the dangerous greenhouse gas (GHG) emissions fueling our climate crisis.

Not only that, the Plan will not even reduce traffic. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come. The way to reduce traffic is to fund and expand mass transit, which is what any toll increase should, in substantial part, be used for.

¹ EmpowerNJ is a coalition of more than 90 environmental, community, and faith and labor groups.

The Authority should be pivoting immediately away from road building to a “fix it first” approach that maximizes the efficiency of our existing roads and prioritizes climate considerations. No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.

THE AUTHORITY’S UNCONSCIONABLE DECISION-MAKING PROCESS

Before discussing the Plan itself, we need to address the Authority’s shameful, unsafe and undemocratic process for considering its ill-advised Plan.

On March __, 2020, Governor Murphy’s Executive Order 103 declaring a State of Emergency in New Jersey due to the Covid 19 pandemic. The Executive Order prudently advised people to stay at home except for essential travel.

Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

The reason the Authority is pushing through its Plan, figuratively in the dead of night, while the State is consumed with the Covid 19 crisis and our fellow citizens are dying is obvious: any light and transparency would doom the Authority’s fatally flawed Plan.

THE CLIMATE CRISIS AND THE STATE’S ENERGY MASTER PLAN

The Authority simply ignores the grave threat that climate change poses and the State’s policy of reducing GHGs

In New Jersey, vehicles account for 40.6% of the State’s net greenhouse gas (GHG) emissions making it the highest emissions source in the State. (EMP at 12, 40). This

does not even take into account GHG emissions created through the extraction, refining and distribution of fossil fuels used to run those vehicles.

The EMP calls for, among other things, a concerted effort to reduce VMT and to expand mass transit, which “will also yield many economy-wide financial and health benefits: (Id. at 14).

It is worth noting that without a hint of irony, the Plan includes spending \$1.4 billion to raise the portion of the Parkway between Bass Harbor and Mullen River/Great Egg Harbor. This is a direct result of climate change and this project represents a miniscule amount of what we will need to address rising sea levels.

THE HIGHWAY WIDENING PLANS

The centerpiece and bulk of the Plan is devoted to widening the Turnpike and Parkway. The following road widening projects at a cost of \$16.12 billion (double check my math) are included in the Plan:

- Widening the Parkway between interchanges 98 – 125, including replacing and widening 27 bridges (\$1.35 billion).
- Widening the Parkway between interchanges 129-147, including replacing or widening 36 bridges (\$800 million).
- Widening the Parkway between interchanges 142-154, requiring the replacement and widening of 47 bridges (\$2.5 billion).
- Widening the Parkway between interchanges 154-163, requiring the widening, rehabilitation and replacement of 51 bridges (\$750 million).
- Widening the Turnpike between interchanges 1 and 2, requiring the replacement and widening of 18 bridges (\$400 million).

- Widening the Turnpike between interchanges 2-3, requiring 21 bridges to be replaced and widened (\$400 million).
- Widening the Turnpike between interchanges 3-4, requiring the replacement or widening of 11 bridges (\$300 million).
- Widening the Turnpike between interchanges 14-18A, requiring the replacement or widening of three bridges and constructing a new Newark Bay Bridge (\$3 billion).
- Widening the Turnpike between interchanges 14A-14C, requiring the replacement or widening of 26 bridges (\$1.3 billion).
- Widening the Turnpike between Southern Mixing Bowl – 15W, including the construction of a new bridge to accommodate through traffic (\$3.5 billion).
- Widening the Turnpike between Interchanges 15W and 16W (\$700 million).
- Widening the Turnpike between Interchange 16W and Northern Mixing Bowl, requiring the reconstruction of bridges and a railroad yard (\$850 million).
- Widening the outer roadway of Interchange 13 of the Turnpike, requiring the reconstruction of a railroad overpass and reconstruction and widening of 13 bridges (\$270 million).

The Plan also calls for the construction of new roads feeding into the Turnpike and Parkway: widening Route 9 and Country Road 530 (\$75 million) and constructing a new road through Cataract and Linden to connect with Turnpike interchange 12 (\$200 million).

THE CLIMATE IMPACT

The Plan is one of the largest, if not the largest, fossil fuel oriented projects in New Jersey history. The proposed projects will increase our GHG's and climate impacts exponentially.

VMT will increase dramatically. The national standard is that each new highway lane increases capacity by 2,200 cars/mile/hour under optimal driving conditions. (We need to add a citation) Adding 454 miles of new lanes would increase capacity by 998,800 cars per hour using this standard. On the Parkway and Turnpike , capacity is about 10-20% higher than the national average because of tailgating and the length of morning and afternoon rush hours. (We need support for this)

AS DISCUSSED WE SHOULD HAVE AT LEAST A BACK OF THE
ENVELOPE GHG ESTIMATE

The construction activity itself will be a large service of GHG's. Cement and asphalt are some of the biggest contributors to climate change. (We should try and estimate the GHG emissions).

While electric vehicles (EVs) will a long term answer to vehicle GHG emissions, that day, unfortunately, is a long way off. EV's now make-up a sliver of the State's total vehicle registrations, only 0.3% of the 6.5 million total vehicles registered as of 2018. (EMP at 63).

We cannot wait for EVs to be the norm. The scientific consensus, set out in the now well known IPCC report, is that we must reduce GHGs by 45% by 2030. The next nine years are crucial. We need, **now**, to reduce GHGs. The Plan will do exactly the opposite.

OTHER NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS

In addition to contributing to our climate emergency, the Authority's highway widening projects will have numerous other deleterious health and environmental impacts.

“Ground level ozone, also called smog, can cause permanent lung damage. Importantly, according to U.S. EPA's National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in moderate or marginal non-attainment of ground level ozone standards.” (EMP at 59). Vehicles are also the largest contributors to ground level ozone and are responsible for “71% of the State's nitrous oxide emissions, as well as particulate matter.” (Id.). The increased traffic resulting from the highway widening will increase air pollution in a state where most counties have ‘F’ designations from the American Lung Association.

That's not all. The highway widening will in the Meadowlands will cut through environmentally sensitive wetlands, increase flooding and resuspend toxic sediment. Widening the Parkway will require the destruction of homes and apartment buildings in environmental justice communities like Hillside, Irvington, Newark, and East Orange.

THE ROAD WIDENING WILL NOT REDUCE CONGESTION

Well -documented experience shows, in case after case, that road widening will only provide temporary, if any, congestion relief. Ultimately it will result in more driving and even greater long-term congestion, a phenomenon known as induced demand.²

² See Adam Mann, *What's Up With That Building Bigger Roads Actually Makes Traffic Worse*, WIRED, June 17, 2014, <https://www.wired.com/2014/06/wuwt-traffic-induced-demand>; Lewis M. Fulton et al., *A Statistical Analysis of Induced Travel Effects in the U.S. Mid-Atlantic Region*, J. TRANSP. & STAT. 2 (2000). As one court noted, “Highways create demand for travel and (suburban) expansion by their very existence.” *Sierra Club, Ill.* Chapter v. U.S. Dep't of Transp., 962 F. Supp. 1037, 1043 (N.D. Ill. 1997).

Transportation for America's analysis from 1993-2017 shows that highway expansions in the top 100 urbanized areas increased traffic congestion because of induced demand. (Develop further)

Describe history of Parkway widening and how it has never lessened congestion

THE DESPERATE NEED FOR MASS TRANSIT FUNDING.

VMT's have been steadily increasing in New Jersey. In 1989, the earliest year in which there is data, annual VMT has roughly 52.2 billion. "As of 2017, New Jersey drivers traveled a record 77.5 billion vehicle miles. At the same time, miles of roads increased from 33,879 miles in 1984 to 38,896 miles in 2017." (EMP at 78). Only 12% of the State's commuters use mass transit. (Id.)

Importantly, in making recommendations with respect to relieving congestion and idling through New Jersey, the EMP does **not** recommend new roads or widening roads. (EMP at 83), instead recommending, among other things, more signal optimization and bus lanes, reducing idling, and, of course, establishing a stable funding source for mass transit.(add cites).

To state the obvious, the use of trains, buses and light rail reduces vehicle miles traveled and emit fewer GHG per passenger with single occupied vehicles. New Jersey's transportation spending should be oriented toward this goal.

(ADD ANALYSIS OF NJ TRANSIT CAPITAL NEEDS, GATEWAY PROJECT AND OTHER STATE APPROACHES)

Virginia's VRE has announced a major public private Rail partnership with CSX to greatly increase both freight Rail and passenger Rail for only \$3.5 Billion instead of \$11 Billion for road widening.(add cite and further explanation)

Some have argued that the planned projects are job creators. But just as many jobs, if not more, would be created by building green infrastructure. Instead of building roads, lay tracks. Frustrated by Shore traffic? How about upgrading our third world railroad service to the Shore to make it an attractive alternative people will actually want to ride on, instead of pursuing the same failed road widening strategy that has not worked in the past and won't work in the future.

WHAT THE AUTHORITY SHOULD BE DOING

The Authority needs to stop living in the past and act consistently with the EMP's recommendations and the State's clean energy policy. It must pivot immediately away from highway-centered transportation programs and towards mass transit projects.

Climate considerations must be paramount in all of our transportation planning. The Authority must analyze the overall climate impacts of projects that can increase GHG emissions for decades to come. We need to reinvent transportation planning to achieve decarbonization as quickly as possible.

Instead of more road building, we need a "fix-it-first" approach that maximizes the efficiency of our existing roads and limits new construction that contributes to sprawl, the destruction of our wetlands and increases pollution.

The Authority should not proceed with the toll hike if it means using those funds for highway widening.

Dated: April 4, 2020

Empower NJ, by its Steering Committee

John Reichman, BlueWaveNJ

Matt Smith, Food & Water Watch

Jeff Tittel, Sierra Club

Doug O'Malley, Environment New Jersey

Amy Goldsmith, David Pringle and Eric Benson, Clean
Water Action

Tracy Carluccio, Delaware Riverkeeper Network

Ken Dolsky, Don't Gas the Meadowlands

Collins, Cheryl

From: Adam Guziejewski <adamg@katzgov.com>
Sent: Friday, April 3, 2020 1:47 PM
To: NJTAPublicComments
Cc: Carol Katz
Subject: BANJ Opposes NJTA Toll Increase Proposal
Attachments: ba comments opposing NJTA proposed toll increase final 040320.pdf

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Good Afternoon,

Please see the attached comments from the Bus Association of New Jersey opposing the New Jersey Turnpike Authority's proposal to increase tolls (specifically motor bus tolls) on the New Jersey Turnpike and the Garden State Parkway.

Thank you very much.

Sincerely,

Adam Guziejewski

Adam S. Guziejewski
Senior Director, Government Affairs
154 West State Street, Trenton, NJ 08608
Mobile: (201) 772-0158
Office: (609) 392-7070
Fax: (609) 392-7113
www.katzgov.com





Katz Government Affairs, LLC

Carol R. Katz
Principal

Adam S. Guziejewski
Senior Director,
Government Affairs

Mark T. Connelly
Policy Advisor

April 3, 2020

Mr. John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ 07095

Submitted via email to NJTAPublicComments@njta.com

RE: BANJ Opposes Proposed Toll Increase

Dear Mr. Keller,

I write on behalf of the Bus Association of New Jersey (BANJ) to express our opposition to the New Jersey Turnpike Authority's (NJTA) proposal to increase tolls on the New Jersey Turnpike and Garden State Parkway and to urge you to suspend any plans to increase tolls, especially during this period of economic upheaval. Rather than increasing the tolls at this time, we suggest suspending the increase across the board for all vehicles, but if not that, then at a minimum on motor buses.

Our members are major providers of public transportation. In fact, we estimate that private bus operations account for more than 35% of the scheduled bus transportation in our state, as measured in passenger miles. As you may imagine, our members face enormous challenges during this COVID-19 emergency. Demand for our services has dropped precipitously. We strive to continue to serve New Jerseyans who depend on public transportation, but due to ridership losses hovering at 90%, we have had to reduce and, in some instances, completely suspend service.

Additionally, the Port Authority of NY & NJ imposed significant toll increases at the Hudson River crossings just a few months ago that put additional burdens on public transportation. Even in a normal economy, those toll increases imposed hardships on our operations and penalize mass transit instead of incentivizing it. In this current environment, as we struggle to keep our employees working while our revenues have been impacted dramatically, another toll increase would inflict an additional unwarranted and egregious hardship not just on operators but on our passengers, who are struggling too.



Katz Government Affairs, LLC

The COVID-19 emergency notwithstanding, we would still oppose a toll increase and alternatively encourage the NJTA to pursue a toll structure that supports greater use of mass transit, reduces carbon emissions and in general takes a twenty-first century approach to climate and transportation policy.

We are also concerned that the NJTA could be making a decision without the benefit of sufficient public input. The NJTA moved forward with two scheduled public hearings, both of which took place on March 18, 2020, to receive feedback after Governor Murphy had declared a state of emergency and encouraged New Jersey's residents to stay home and observe proper social distancing guidelines to slow the spread of COVID-19. The timing of the hearing very probably had an impact on the general public's awareness of and willingness to attend the hearings and provide comment.

One exception to this is that representatives of the construction industry and organized labor appeared in support of the proposal, stating that the increase will provide a "stimulus for the construction industry" in New Jersey. However, paying to stimulate the construction industry, which as best as we can tell is not experiencing the same hardships as motor bus operators and our passengers, at the expense of those very operators and passengers, hardly seems fair. We should be looking to provide a stimulus to those who need it, bus operators providing public transportation, instead of creating an additional expense and hardship.

In short, this is the wrong time to impose an increased fee, particularly in light of the unprecedented cost increases and revenue losses that our members face as they try to minimize disruptions for their employees and passengers. Accordingly, we strongly believe the NJTA should abandon the proposed toll increase and adopt a forward-thinking policy of reducing, rather than increasing, tolls on buses.

Thank you for your consideration of our views.

Sincerely,

Adam S. Guziejewski

Adam S. Guziejewski

Collins, Cheryl

From: Chris Fazio <cfj129@yahoo.com>
Sent: Friday, April 3, 2020 1:24 PM
To: NJTAPublicComments
Subject: Toll increase

Follow Up Flag: Follow up
Flag Status: Completed

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This is ridiculous I guess the state forgot that the tolls were put in place to pay for the construction of the parkway and they were supposed to be taken down after it was paid for in full now they're leaving them up to say well we need to pay to maintain it I guess that doesn't come out of our taxes and now you're saying you want to raise the toll prices again don't you think the computers have been through enough expenses trying to make ends meet the state is so stupid you wonder why everybody's leaving and yet you have to pay in order to leave the state to move out that makes people never want to come back either! Don't raise the toll prices stop wasting the states money on raises for government officials in order to pay for it the commuters now have to pay for that

Sent from Yahoo Mail for iPhone

Collins, Cheryl

From: Rebecca Marton <missshoptilidrop@aol.com>
Sent: Friday, April 3, 2020 1:17 PM
To: NJTAPublicComments
Subject: Delay vote

Follow Up Flag: Follow up
Flag Status: Completed

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I do not think you should be going ahead with this massive plan while we are going through this pandemic. I believe people are not aware this is still going on. It is wrong to try to sneak this in when most Americans are out of work, I'll or caring for love ones.

Sent from my iPhone

Collins, Cheryl

From: Dana S Cornelius <rmcjibman@comcast.net>
Sent: Friday, April 3, 2020 1:08 PM
To: NJTAPublicComments
Subject: Too much power

Follow Up Flag: Follow up
Flag Status: Completed

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The commissioner's post needs to be an elected one if she is resistant to the public in having a voice in the process. She is acting as a dictator in a democratic republic, it just does not work.

Collins, Cheryl

From: Don Fleming <donfleming@verizon.net>
Sent: Friday, April 3, 2020 12:57 PM
To: NJTAPublicComments
Subject: Proposed Capital Plan

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

As a resident of Montclair, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

Thank you,

Don Fleming

Collins, Cheryl

From: Aran Roche <aran.roche@gmail.com>
Sent: Friday, April 3, 2020 12:53 PM
To: NJTAPublicComments
Subject: PLEASE prioritize public transport!

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

As a resident of Montclair, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly, our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

The State's Plan is an environmental disaster:

- The Plan will increase vehicle traffic and exponentially increase greenhouse gases.
- The Plan will worsen already poor air quality, promote sprawl, and degrade wetlands.
- Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.
- The Plan will not even reduce traffic congestion. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.
- The way to reduce traffic is to fund and expand mass transit. The bulk of the money from the toll increase should be used for this purpose.
- No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
- The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan. After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel. Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

Many thanks,

Aran Roche
Montclair, NJ resident

Collins, Cheryl

From: mc9oak@comcast.net
Sent: Friday, April 3, 2020 12:47 PM
To: NJTAPublicComments
Subject: NO TOLL HIKES

Follow Up Flag: Follow up
Flag Status: Completed

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NO TOLL HIKES. How about some public sector "shared sacrifice"?
Tracye McArdle
Voorhees

Collins, Cheryl

From: karla schwedt <kgschwedt@gmail.com>
Sent: Friday, April 3, 2020 12:42 PM
To: NJTAPublicComments
Subject: tolls

Follow Up Flag: Follow up
Flag Status: Completed

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Don't raise the tolls!!!

Collins, Cheryl

From: Ayshe Kilic <kilic.ak18@gmail.com>
Sent: Friday, April 3, 2020 12:42 PM
To: NJTAPublicComments
Subject: Parkway/Turnpike concern!!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

Why am I just hearing about this from Facebook of all things? Last minute too. This is ridiculous and such a snake move to be holding a "secret" vote about parkway/turnpike increases during the lockdown.

Mind you, those roads are full of pot holes making it dangerous to drive on and have been under supposed "construction" for years. Now you want to increase the tolls by 25-40%?!

You should be ashamed of yourself. Please make the PUBLIC aware of this in a professional manner and push the deadline back.

-Ayshe

Collins, Cheryl

From: Raphaela Neihausen <raphaela.neihausen@gmail.com>
Sent: Friday, April 3, 2020 12:22 PM
To: NJTAPublicComments
Subject: Prioritize public transport

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

As a resident of Montclair, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly, our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

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All best
Raphaela Neihausen
Co-founder of the Montclair Film Festival

Collins, Cheryl

From: Kathy Lammers Waller <justbeachy59@gmail.com>
Sent: Friday, April 3, 2020 12:17 PM
To: NJTAPublicComments
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

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The fact that increased tolls are necessary is bad enough (the Parkway was supposed to have paid for itself years ago). Holding hearings now in the midst of the Coronavirus crisis is repulsive and unconscionable. Thousands of people are out of work and you feel it necessary to place another burden on them with a toll hike when and if they return to their jobs. So typical in government these day...money and as much as possible is all that matters...people don't. It's nauseating.

Sent from my iPad

Collins, Cheryl

From: Alex Gibney <pag@jigsawprods.com>
Sent: Friday, April 3, 2020 12:12 PM
To: NJTAPublicComments
Subject: Proposed Capital Plan

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom It May Concern,

As a resident of Summit, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

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- Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.
- The Plan will not even reduce traffic congestion. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.
- The way to reduce traffic is to fund and expand mass transit. The bulk of the money from the toll increase should be used for this purpose.
- No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
- The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan.

After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel. Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

Sincerely,

Alex Gibney

Collins, Cheryl

From: Chris Davaris <cdavaris03@gmail.com>
Sent: Friday, April 3, 2020 12:10 PM
To: NJTAPublicComments
Subject: Turnpike/Parkway Toll increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Good afternoon:

Although I agree that our infrastructure is in need of repair, the way this current round of proposed increases was pushed forward makes me suspicious the money will be used neither efficiently nor solely for the most urgent needs.

1) First, the hearings, although video cast, did not permit for real time questions and comments from the public was a violation of the Sunshine Act. The few attendees violated the Governor's ban on events. Isn't it interesting they were from groups with vested interests in the toll hikes passing? Labor unions and construction trade groups. ;

2) Next, although you allege good intentions and foresight to boost the economy, this still comes across as taking advantage of desperate times to forward your agenda with minimal resistance. If you are so confident that what you are doing is right and good, then hold the hearings after this extraordinary crisis is over. Make your case in the meanwhile to garner support from the taxpayers themselves instead of special interest groups; and,

3) Lastly, while you speak of helping the economy, let's be honest, you're helping large unionized firms. The public bidding process is designed in favor of those entities, making it impossible for small and/or non-union firms to even bid, much less win a bid. That's due in part to the Prevailing Wage Act's current method for determining a prevailing wage level.

Considering that 98.1% of all NJ businesses are defined as small and employ 50.1% of all NJ workers, you should push to find ways they can also provide services to these projects so their employees, too, can participate in the economic boost you claim you will provide.;

Remember that perception is reality. If public opinion perceives you as underhanded, dishonest, and untrustworthy, it will make that known and require their representatives hold you accountable. At that point your sincerity won't matter; it will unfortunately be a fait accompli.

Sincerely,
Chris A. Davaris

Collins, Cheryl

From: John Trojanowski <john.a.trojanowski.jr@gmail.com>
Sent: Friday, April 3, 2020 11:57 AM
To: NJTAPublicComments
Subject: Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

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To whom it may concern;

I can't believe this is even being considered.

Increasing tolls on these roads; especially the turnpike will only make the non-toll roads more congested than they already are.

Trying to sneak this in during the current situation is just unconscionable.

Collins, Cheryl

From: Joseph Anthony <castagnino.joseph@gmail.com>
Sent: Friday, April 3, 2020 11:53 AM
To: gurbir.grewal@njoag.gov; george.helmy@nj.gov; Testa, Sen. D. O.; AsmMcClellan@njleg.org; AsmSimonsen@njleg.org; SenBrown@njleg.org; AsmArmato@njleg.org; AsmMazzeo@njleg.org; SenSweeney@njleg.org; AsmBurzichelli@njleg.org; AsmTaliaferro@njleg.org; SenMadden@njleg.org; AsmMoriarty@njleg.org; AswMosquera@njleg.org; SenCruzPerez@njleg.org; AsmMoen@njleg.org; AsmSpearman@njleg.org; SenBeach@njleg.org; AsmGreenwald@njleg.org; AswLampitt@njleg.org; SenSingleton@njleg.org; AsmConaway@njleg.org; AswMurphy@njleg.org; SenAddiego@njleg.org; Peters, Asm. D.O.; Stanfield, Asw. D.O.; SenConnors@njleg.org; AswGove@njleg.org; AsmRumpf@njleg.org; SenHolzapfel@njleg.org; AsmCatalano@njleg.org; AsmMcguckin@njleg.org; Gopal, Sen. D.O.; Downey, Asw. D.O.; Houghtaling, Asm. D.O.; SenThompson@njleg.org; AsmClifton@njleg.org; AsmDancer@njleg.org; SenOscanlon@njleg.org; AswDiMaso@njleg.org; AsmScharfenberger@njleg.org; SenGreenstein@njleg.org; AsmBenson@njleg.org; DeAngelo, Asm. D.O.; SenTurner@njleg.org; AswJackson@njleg.org; AsmVerrelli@njleg.org; SenBateman@njleg.org; AsmFreiman@njleg.org; AsmZwicker@njleg.org; SenSmith@njleg.org; AsmDanielsen@njleg.org; AsmEgan@njleg.org; SenDiegnan@njleg.org; AsmKarabinchak@njleg.org; AswPinkin@njleg.org; Vitale, Sen. D.O.; AsmCoughlin@njleg.org; Lopez, Asw. D.O.; SenCryan@njleg.org; AsmHolley@njleg.org; AswQuijano@njleg.org; Asm. D.O.; AsmBramnick@njleg.org; AswMunoz@njleg.org; SenScutari@njleg.org; AswCarter@njleg.org; AsmKennedy@njleg.org; Doherty, Sen.; AsmDiMaio@njleg.org; AsmPeterson@njleg.org; SenOroho@njleg.org; AsmSpace@njleg.org; AsmWirths@njleg.org; Bucco, Sen. D.O.; AsmBergen@njleg.org; AswDunn@njleg.org; Pennacchio, Sen. D.O.; AswDeCroce@njleg.org; AsmWebber@njleg.org; SenCodey@njleg.org; AswJasey@njleg.org; AsmMcKeon@njleg.org; SenRice@njleg.org; AsmCaputo@njleg.org; AswTucker@njleg.org; SenRuiz@njleg.org; AswPintorMarin@njleg.org; AswSpeight@njleg.org; SenSinger@njleg.org; SenCunningham@njleg.org; AsmChiaravalloti@njleg.org; AswMcKnight@njleg.org; SenSacco@njleg.org; AswJimenez@njleg.org; AsmMejia@njleg.org; SenStack@njleg.org; AswChaparro@njleg.org; AsmMukherji@njleg.org; SenGill@njleg.org; AsmGiblin@njleg.org; AswTimberlake@njleg.org; SenPou@njleg.org; AswSumter@njleg.org; Wimberly, Asm. D.O.; SenSarlo@njleg.org; AsmCalabrese@njleg.org; AsmSchaer@njleg.org; SenWeinberg@njleg.org; AsmJohnson@njleg.org; AswHuttle@njleg.org; SenLagana@njleg.org; AswSwain@njleg.org; AsmTully@njleg.org; SenCardinale@njleg.org; AsmAuth@njleg.org; AswSchepisi@njleg.org; SenCorrado@njleg.org; DePhillips, Asm. D.O.; Asm. D.O.; Constituent.relations@nj.gov; NJTAPublicComments; publiccomments@sjta.com
Subject: NJ Highway Toll Increases - Please Stop This Abuse Of Power
Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

THE PARKWAY AND TURNPIKE TOLL INCREASES AND ACTIONS SUCH AS THIS NEED TO BE STOPPED IMMEDIATELY! MURPHY NEEDS TO BE REMOVED FOR ABUSE OF POWER!

While NJ has been ravaged with death from Covid-19, people struggle to pay their rent, pay their mortgages and pay their bills, our so called "Governor" has decided the timing was right for a massive toll increase on the residents of NJ.

Is this really what the priority is for the state of NJ?

Why do the pockets of law abiding, tax paying CITIZENS continue to get drained, while this scumbag "Governor" steals our money and gives it to ILLEGALS!! If there is a shortage for the budget in ANY WAY, the first source to close that gap should come from ceasing ALL funding to ILLEGALS! PERIOD!

In addition, this so called "meeting" that was held for toll increases was strategically planned to be held the day after our dictator of a "governor" publicly threatened EVERY resident of the state, by saying he would use "any force necessary" to keep people locked in their homes. He made it IMPOSSIBLE for the residents to attend this meeting and file their official disputes.... a PERFECT EXAMPLE OF TAXATION WITHOUT REPRESENTATION!

This is NOT the time to increase tolls, taxes or ANYTHING in NJ. The citizens of NJ need RELIEF, NOT increases.

The "illegal immigrants" need to STOP receiving ANY benefits from taxpayers IMMEDIATELY as that money belongs to the tax paying citizens of NJ!

ENOUGH!

Last week, he also removed the ability for citizens to protect themselves, by once again abusing his authority and power - he took away our SECOND AMENDMENT RIGHT! The only reason that we got our "right" back is due to the federal government stepping in, and several lawsuits that were filed against him. This does not change the fact that they were taken away in the first place. NOBODY has the right to take away ANY CONSTITUTIONAL RIGHTS of the citizens!

Yesterday, Murphy stated that he would "confiscate" medical supplies as he sees fit. This is totally out of control, and he has NO authority to steal peoples or company's property. Please understand, he did not state that he would "buy" the products and devices, he specifically stated he would "confiscate" - which is abuse of power again and stealing! He should be arrested if he, or anyone else follows this order.

Murphy, Grewal and his entire team have been on a rampage of ABUSE OF POWER since he has taken office, and it has only increased over the last several weeks - during the pandemic that is killing not only the economy of NJ, but the actual citizens of the state.

NJ HAS HAD ENOUGH!!

MURPHY and GREWAL NEED TO BE REMOVED!

Collins, Cheryl

From: Jen <jhiltwine@aol.com>
Sent: Friday, April 3, 2020 11:46 AM
To: publiccomment@sjta.com; NJTAPublicComments
Subject: Increase!!??

Follow Up Flag: Follow up
Flag Status: Completed

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How could toll increases of 25% to 40% on the Parkway, Turnpike and AC Expressway do anything but hamper our economic recovery and hurt residents and employers getting back to work? This toll increase process must also be postponed in order to make smarter decisions.

Stop please!

Jen Hiltwine

Collins, Cheryl

From: Thom Powers <thom@stfdocs.com>
Sent: Friday, April 3, 2020 11:44 AM
To: NJTAPublicComments
Cc: Raphaela Neihausen
Subject: Prioritize public transport

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear NJTA,

As a resident of Montclair, NJ, a registered voter and frequent user of NJ Transit, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT** need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

Thank you,
Thom Powers

co-founder, Montclair Film Festival
advisor, Asbury Park Music & Film Festival

Collins, Cheryl

From: Mary Catherine <mcathyrao@yahoo.com>
Sent: Friday, April 3, 2020 11:43 AM
To: NJTAPublicComments
Subject: Pass the Plan

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I am a New Jersey resident writing in strong support of the New Jersey Turnpike Authority's proposed capital program and toll adjustment.

The New Jersey Turnpike Authority has a strong track record of wisely investing in the roads, bridges and facilities that make up its system. It is well run and maintained. Continued - and increased - investment is absolutely necessary to maintain and enhance this system, which is essential to the safety of the motoring public, New Jersey's economy, and everyone's daily commute.

This proposal will make New Jersey stronger by reducing traffic, creating jobs, and stimulating the construction and design economies. It will also result in significant investment in NJ TRANSIT which will improve the experience for those who rely on buses and trains. Investments in transit will also reduce congestion on our already crowded roadways.

New Jersey needs this investment and I strongly encourage you to PASS THE PLAN!

Thank you, Mary Levy

Collins, Cheryl

From: patti safian <pattisafian@gmail.com>
Sent: Friday, April 3, 2020 11:44 AM
To: NJTAPublicComments
Subject: Please help

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

As a resident of Montclair, NJ and a registered voter, I want to express my STRONG OBJECTION to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, New Jersey must lead the way to a more sustainable future as outlined in the State's Energy Master Plan (EMP) to reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the URGENT need for the Gateway Project is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed \$16B road expansion is fundamentally misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

The State's Plan is an environmental disaster:

- The Plan will increase vehicle traffic and exponentially increase greenhouse gases.
- The Plan will worsen already poor air quality, promote sprawl, and degrade wetlands.
- Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.
- The Plan will not even reduce traffic congestion. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.
- The way to reduce traffic is to fund and expand mass transit. The bulk of the money from the toll increase should be used for this purpose.
- No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
- The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan. After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel. Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

Thank you,
Patti Safian

Patti Safian M.S., L.Ac
Founder and Director
NJ Wellness and Fertility Acupuncture Center
Nationally Board Certified Acupuncturist

70 Park Street Suite 208
Montclair, NJ 07042

www.Nifertilityacupuncture.com

Patti@NjFertilityacupuncture.com

973 233 1195 office

973 707 2532 fax

Collins, Cheryl

From: Stefanie <stefrich1@hotmail.com>
Sent: Friday, April 3, 2020 11:40 AM
To: NJTAPublicComments
Subject: NO TOLL INCREASES!!!

Follow Up Flag: Follow up
Flag Status: Completed

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No Toll Increases!!!

No Toll Increases!!!

No Toll Increases!!!

No Toll Increases!!!

Sent from my iPad

Collins, Cheryl

From: Allison Evanik <allievanik@yahoo.com>
Sent: Friday, April 3, 2020 11:22 AM
To: NJTAPublicComments
Subject: NO TOLL HIKES !!!

Follow Up Flag: Follow up
Flag Status: Completed

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Enough of these outrageous increases, in this most difficult time.

How could toll increases of 25% to 40% on the Parkway, Turnpike and AC Expressway do anything but hamper our economic recovery and hurt residents and employers getting back to work? This toll increase process must also be postponed in order to make smarter decisions.

Allison Evanik, NJ resident

Collins, Cheryl

From: Randy Barbiero <rbarbiero24@gmail.com>
Sent: Friday, April 3, 2020 11:19 AM
To: NJTAPublicComments
Subject: NJ Turnpike / Garden State Parkway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

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To Whom It May Concern:

I am against the expansion of the NJ Turnpike and Garden State Parkway. It will cause farmers to lose valuable farm land in the south and displace thousands of residents in the north. This expansion will also cause an increase in air pollution.

The money would be better spent expanding and improving NJ Transit. Also, public hearings should not be held during a pandemic.

Sincerely,
Randolph Barbiero

Collins, Cheryl

From: Missy Rebovich <mrebovich@njfuture.org>
Sent: Friday, April 3, 2020 11:06 AM
To: NJTAPublicComments
Subject: Comments on proposed 2020 capital investment program
Attachments: NJF comments on NJTA 2020 capital plan.pdf

Follow Up Flag: Follow up
Flag Status: Completed

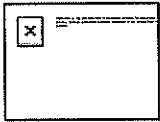
CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hello,

New Jersey Future respectfully submits the attached comments on the proposed 2020 capital investment program.

Thank you,

Missy



Missy Rebovich
Director of Government & Public Affairs
mrebovich@njfuture.org
P: 609-393-0008 ext. 118 | M: 609-577-2734
16 W. Lafayette St. | Trenton, NJ 08608





16 W. Lafayette St.
Trenton, NJ 08608
p: (609) 393-0008
f: (609) 360-8478
w: njfuture.org

COMMENTS

Comments on New Jersey Turnpike Authority's Proposed 2020 Capital Improvement Program

April 3, 2020

Contact: Tim Evans, Director of Research
tevans@njfuture.org

Dear Executive Director John M. Keller:

New Jersey Future submits the following comments on the New Jersey Turnpike Authority's proposed 2020 capital improvement program.

Emphasis on reducing vehicle miles travelled. Transportation infrastructure is a critical component of our state's social and economic fabric. Each year it is essential that we invest in maintaining this critical infrastructure while at the same time re-examining our transportation priorities in the context of the many policy goals that the state government is seeking to advance. With this in mind, New Jersey Future has several concerns about the proposed spending plan:

The program includes more than 100 miles of highway widenings, with a total cost of about \$9.4 billion (this does not include \$6.5 billion for two projects that are predominantly about bridge replacement, with only ancillary lane widenings). Such extensive additions to highway lane-mile capacity will inevitably lead to increased vehicle-miles traveled (VMT), which runs counter to the administration's recognition of the importance of reducing VMT as a strategy for reducing greenhouse gas (GHG) emissions, as articulated in the Energy Master Plan (specifically, in Goal 1.2 of the Energy Master Plan, labeled "Improve connections between people, jobs, and services").

The transportation sector represents the single largest emitter of greenhouse gases, accounting for 42 percent of New Jersey's total GHG emissions as of 2018, according to the Department of Environmental Protection's most recent greenhouse gas inventory. More than two-fifths of our GHG emissions are generated by moving people and things from one place to another, mainly by car and truck. If we are serious about meeting our GHG reduction goals, we need to be looking for ways to decrease VMT, not increase it.

We know that an important way to reduce VMT is to shift rides toward our public transit system. How will this spending program coordinate with and support a mode shift from car and truck traffic to transit?

Impacts of climate change and sea-level rise. Capital projects do not appear to have been screened for long-term climate change impacts. Several projects listed in the program expand infrastructure and access in places that are among the most susceptible to sea level rise. These projects will likely require routine repair as a result of climate-related damage. Additionally, such expansions are likely to prompt new rounds of development in places where such development would put people and businesses in harm's way. We should not be spending millions of dollars to make places that are at elevated risk due to climate change more accessible and more available for development. The list of projects that are questionable from a climate-change standpoint includes Garden State Parkway interchange

improvements in Cape May, Atlantic, and Ocean counties and Turnpike widenings in the Meadowlands. The flood zone remediation project on the Garden State Parkway between Bass River and Mullica River/Great Egg Harbor, involving raising the roadway above the revised 100-year flood plain (at a cost of \$1.4 Billion) provides a preview of the types of expenses that will become necessary in the future if we continue to invest in infrastructure in places that are particularly vulnerable to the negative effects of climate change.

Extended public engagement. This capital improvement program represents a significant investment from New Jersey residents. As such, every attempt should be made to encourage meaningful public participation. However, the public process has been compromised by the COVID-19 pandemic and the emergency measures enacted to control its spread. Current conditions do not constitute "business as usual" for soliciting public input. Proceeding with in-person public hearings for the program on the same day that Governor Murphy closed all schools indefinitely and began the restrictions of closing non-essential businesses was unlikely to generate an accurate representation of stakeholders' comments and concerns about the program as people were following the governor's directive to avoid large gatherings. The NJTA should engage in a good-faith effort to solicit comments from all interested stakeholders by extending the deadline for public input in light of present restrictions on in-person meetings.

Economic impact on individuals and the state. This capital spending program should not be viewed in a vacuum. It will be important to review the projects, spending priorities and toll increases in light of the current COVID-19 health and growing economic crisis. Is this the best time and way to spend these dollars? Similarly, many people will feel the economic pain of the increased tolls, and the current economic downturn only exacerbates the problem. How will these toll increases affect lower-income individuals and communities that rely on these roads?

This capital spending plan should not move forward until the following five conditions are met:

1. The public has a genuine opportunity to provide feedback on the specific projects as well as the plan in general.
2. Projects that expand highway capacity must be reviewed for their impact on increasing vehicle miles travelled and greenhouse gas emissions and then removed if they are not at least carbon neutral.
3. An explanation provided for how this plan supports a mode-shift toward higher transit use.
4. Projects that serve areas that are highly susceptible to climate change risk and rising sea levels must be reviewed with a longer term cost benefit approach that employs the NJDEP's latest data and guidance on climate change. Projects that don't pass this revised test should be removed from the spending plan.
5. The state has a better understanding of the economic impacts caused by COVID-19 and then determines that a capital program of this size, and toll increases of this magnitude will help New Jersey's economy recover.
6. The toll increases have been analyzed from an equity standpoint to determine if the tolls will disproportionately and dramatically affect individuals and communities with lower incomes and wealth.

Sincerely,

Tim Evans
Director of Research

Collins, Cheryl

From: Kathy Hickey <hickman18@yahoo.com>
Sent: Friday, April 3, 2020 11:06 AM
To: NJTAPublicComments
Subject: toll increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

Good morning.

I'm writing to you to express my extreme disappointment about the possible increase in parkway and turnpike tolls. The world is in crisis and thousands if not many more people are losing their jobs. Now is not the time to ask people for more money. If this happens it will be a travesty. Please do the right thing and do not increase tolls!

A very concerned citizen,

Kathy Hickey

Collins, Cheryl

From: Jason Kaplan <zoobernaut@gmail.com>
Sent: Friday, April 3, 2020 11:00 AM
To: NJTAPublicComments
Subject: NO TOLL INCREASE VOTE

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Do NOT vote to raise tolls during this pandemic. This would be the most disrespectful, kick you while your down, insulting thing you can do when most of the state is now unemployed. Raise tolls? How about your fix the existing roads and stop mismanaging money!

-Taxpayer & Voter

Collins, Cheryl

From: Margaret Bodde <margaretbodde@gmail.com>
Sent: Friday, April 3, 2020 10:46 AM
To: NJTAPublicComments
Subject: STRONGLY OPPOSE NJ TURNPIKE AUTHORITY'S PROPOSED CAPITAL PLAN

Follow Up Flag: Follow up
Flag Status: Completed

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As a resident of Montclair, NJ and a registered voter, I want to express my **STRONG OBJECTION** to the NJ Turnpike Authority's proposed Capital Plan. Under the leadership of Governor Murphy, NJ must lead the way to a more sustainable future economy as outlined in the State's Energy Master Plan (EMP) and reduce greenhouse gases by 45% by 2030, not double down on this proposed giveaway to the fossil fuel industry. That the Proposed Capital Plan does not address the **URGENT need for the Gateway Project** is appalling, short-sighted, and a gross example of corporate interests superseding the interests of the People. Certainly our roads and bridges need fixing, but this proposed 16B road expansion is excessive and misguided.

I URGE YOU TO REJECT THIS PROPOSAL AND INVOLVE THE PUBLIC IN A PLAN THAT INCLUDES SIGNIFICANT FUNDING FOR MASS TRANSIT AND OUR CLEAN ENERGY FUTURE.

The State's Plan is an environmental disaster, furthermore:

- The Plan will increase vehicle traffic and exponentially increase greenhouse gases.
- The Plan will worsen already poor air quality, promote sprawl, and degrade wetlands.
- Dedicating billions of dollars to expanding highways flies in the face of the State's clean energy goals, the recommendations in the State's Energy Master Plan (EMP) and the scientific consensus that we must dramatically reduce greenhouse gases by 45% by 2030 to avoid climate catastrophe.
- The Plan will not even reduce traffic congestion. Study after study has shown that widening roads only temporarily relieves congestion. In the longer term, it leads to more cars, more vehicle miles traveled (VMT) and the same or more congestion. To paraphrase the Field of Dreams, if you build it, the cars will come.
- The way to reduce traffic is to fund and expand mass transit. The bulk of the money from the toll increase should be used for this purpose.
- No plan should even be drafted, much less adapted, without calculating and considering GHG emissions.
- The Authority has engaged in a shameful, unsafe and undemocratic process for considering its ill-advised Plan. After the Governor declared a State of Emergency in New Jersey due to the Covid 19 pandemic and advised people to stay at home except for essential travel. Disregarding the health of New Jersey residents and sensible precautions need to prevent the spread of the virus, the Authority nevertheless went forward with public hearings about the Plan on March 19th. Few, if any, members of the public attended; only those with a vested financial interest in the Projects proceeding.

Collins, Cheryl

From: Keller, John
Sent: Friday, April 3, 2020 10:33 AM
To: NJTAPublicComments
Subject: FW: NJ Turnpike Authority Proposed 2020 Capital Improvement Program and Toll Adjustment
Attachments: 0403 NJ Turnpike Authority Proposed 2020 Capital Improvement Program and Toll Adjustment.pdf

Follow Up Flag: Follow up
Flag Status: Completed

From: Megan Steele [mailto:megan.steele@sierraclub.org]
Sent: Friday, April 3, 2020 10:28 AM
To: Keller, John <keller@njta.com>
Cc: NJTAPublicComments <NJTAPublicComments@njta.com>; Deborah.Cornavaca@nj.gov; Lisa.Almeida@nj.gov; Jane.Cohen@nj.gov; Kathleen.Frangione@nj.gov; Matthew.Platkin@nj.gov; Jeff Tittel <jeff.tittel@sierraclub.org>
Subject: NJ Turnpike Authority Proposed 2020 Capital Improvement Program and Toll Adjustment

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John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ, 07095

March 30, 2020

Re: NJ Turnpike Authority Proposed 2020 Capital Improvement Program and Toll Adjustment

Dear Mr. John Keller,

These are trying and unprecedented times. The people and environment of New Jersey are facing both the COVID-19 pandemic as well as the longer-term threat of climate change. The U.N. Climate Report warns of a global tipping point by 2030¹, so it is critical to reduce greenhouse gas emissions as quickly as we can. The 2018 IPCC Report recommends reducing greenhouse gas emissions by 45% by 2030, compared to 2010 levels, and reaching zero emissions by 2050². New Jersey's Global Warming Response Act calls for 80% reductions by 2050, and Governor Murphy's Executive Order 100 calls for 100% clean energy by 2050³.

In New Jersey, the transportation sector is responsible for 45% of the state's net greenhouse gas emissions. The 2019 New Jersey Energy Master Plan states that "mobile sources are ... the largest cause of ozone precursors in New Jersey and are responsible for 71% of the state's nitrogen oxides (NOx) emissions, as well as particulate matter"⁴. In order to reach New Jersey's clean energy goals of 100% by 2050, as set out by Governor Murphy's Executive Order 100, it is imperative to reduce the greenhouse gas emissions of the transportation sector as quickly as possible. Unfortunately, the proposed 2020 Capital Improvement Program does the opposite.

The proposed capital program includes road widening projects on both the NJ Turnpike and Garden State Parkway that will increase greenhouse gas emissions and climate impacts exponentially. Increasing highway capacity will mean more traffic and air pollution in a state with some of the worst air quality in the nation. Many of these projects are in Environmental Justice communities, increasing pollutants that are most responsible for smog and ground-level ozone, like NOx, and disrupting communities that should be protected under Governor Murphy's Executive Order 23. Vehicle Miles Traveled will increase dramatically, and additional sprawl and development from these projects will mean even more cars on the road. This capital plan will undermine the objectives of New Jersey's Energy Master Plan, which includes drastically reducing New Jersey's demand for fossil fuels, reducing Vehicle Miles Traveled, and "making the building, transportation, and electricity sectors more efficient".

Many of these projects, especially in the Meadowlands and coastal parts of South Jersey, will go underwater or be subject to chronic flooding as sea levels continue to rise. Even though these projects will have drastic environmental impacts, no environmental analysis or Environmental Impact Statement (EIS) have been performed. This plan could be carried out using federal money, but that would require the National Environmental Policy Act (NEPA) process. Instead, toll money will be used to fund these projects as a way to side-step the NEPA process and avoid any environmental reviews. The 2020 capital improvement plan is speeding us backwards into 1950's traffic jams. This is like the ghost of Robert Moses, paving over open space and Environmental Justice communities to make way for the automobile.

There is no demonstrated need for these projects, and no alternatives have been considered. None of these widening projects will be for Bus Rapid Transit (BRT) or dedicated carpool lanes along the NJ Turnpike and the GS Parkway. New Jersey has not looked at implementing traffic calming measures that have been used successfully in other states, like metered merges on entrance ramps. Other alternatives to highway widening projects include using existing roads for flex lanes to avoid unnecessary highway expansion. These funds could also go toward transit alternatives like expanding freight or regular rail lines across New Jersey to help connect people to jobs and services more effectively. Instead of reducing traffic, this capital plan will increase traffic and air pollution while undermining New Jersey's progress when it comes to mass transit, electric vehicles and clean energy.

There are fifteen projects in the capital plan that will increase highway capacity by widening sections of the NJ Turnpike and GS Parkway or by widening and replacing bridges. These projects account for \$15.635 billion, 65% of the total \$24.14 billion capital improvement program budget. They will add at least 454 lane miles which will increase capacity by at least 998,800 cars/hour during optimal times, based on the national average of 2,200 cars/mile/hour.

The 2020 capital improvement program will add hundreds of lane miles even though research shows that increasing highway capacity does not eliminate traffic congestion. A recent report by Transportation for America shows that although freeway capacity has increased faster than the population in America (42% compared to 32%), traffic delays have increased by 144% since 1993⁷. According to the report, "we are spending billions and we are growing our freeway network - often at a faster pace than population growth - but we aren't making a dent in congestion". Similarly, a 2017 paper published by the Transportation Research Record found that for every 1% increase in highway capacity, traffic increases by 0.29 - 1.1% in about five years⁸. It is clear that instead of reducing traffic congestion and delays, adding highway capacity only moves bottlenecks and overwhelms the roads that the highway feeds into.

These projects will increase air pollution at a time when our country is facing the outbreak of a respiratory disease. Cement and asphalt are some of the biggest contributors to greenhouse gases, and increasing highway capacity will increase air pollution from traffic as well. Assuming that flow rate is 2,400 cars/hour/lane during rush hour and 1,900 cars/hour/lane during optimal times⁹, these projects will attract 1,089,600 cars/hour during rush hour and 862,600 cars/hour during off-peak times. The average passenger vehicle emits 4.6 metric tons of CO₂/year¹⁰. This means that the added capacity from these projects will bring in approximately 67,902,376.75 lbs CO₂ every hour during rush hour and 53,792,791.97 lbs CO₂ per hour during off-peak times.

These projects would increase air pollution in New Jersey by approximately 376,990.5 metric tons CO₂ every weekday or 100,535,024.3 metric tons CO₂ each year. This is only a narrow snapshot of the impacts of these projects. It doesn't

include the impacts of all of these cars driving on other roads on their way to or from the expanded sections of the NJ Turnpike or GS Parkway. This only accounts for passenger vehicles, and doesn't include trucks or buses. It also doesn't include the dozens of smaller projects like extending lanes and fixing interchanges that are also in the capital plan. The projects in the capital improvement program will increase pollutants that are most responsible for smog and ground-level ozone, like nitrogen oxides (NOx), sulfur oxides (SOx), and various types of volatile organic compounds (VOC), all of which are present in gas vehicle tailpipe emissions.

Many of the projects in the capital plan are located in Environmental Justice communities. This means more traffic and pollution in areas that already receive a disproportionate amount of pollution. Governor Murphy's Executive Order 23 on Environmental Justice states that the DEP "shall take the lead in developing guidance for all Executive branch departments and agencies for the consideration of Environmental Justice in implementing their statutory and regulatory responsibilities" and that "all Executive branch departments and agencies shall consider the issue of Environmental Justice and make evaluations and assessments with that guidance"¹¹. The current proposed capital improvement program will disproportionately affect Environmental Justice communities, and therefore goes against EO 23.

Highway widenings in communities like Hillside, Irvington, Newark, and East Orange will mean that homes and apartment buildings will have to be torn down. Construction will mean more traffic jams and ground-level ozone along one of the most traveled parts of the Parkway. New Jersey already has some of the worst air quality in the nation. The New Jersey Energy Master Plan states that "according to the U.S. EPA's National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in moderate or marginal nonattainment of ground-level ozone standards"¹². In the 2019 State of the Air report by the American Lung Association, ten counties in the state have 'F' designations¹³. This capital improvement program will widen highways and increase air pollution in counties that already have failing grades, including Monmouth, Middlesex, and Essex County.

The funds allocated for increasing highway capacity would be better spent fixing dilapidated bridges and other parts of the system. They would also be better spent improving and expanding mass transit in New Jersey, especially at a time when ridership is down. These funds could help expand the Hudson-Bergen Light Rail Line, the Monmouth Ocean Middlesex Light Rail Line, and the South Jersey Light Rail Line. These funds could also go toward smart transportation planning like using existing roads for reverse and flexible lanes, fixing interchanges and off ramps, and other ways to improve traffic flow without major highway expansions.

Some of the impacts of specific projects included in the 2020 capital improvement program include:

TPK Mainline Widening Between Interchanges 1 - 2, TPK Mainline Widening Between Interchanges 2 - 3, and TPK Mainline Widening Between Interchanges 3 - 4

In South Jersey, there are three projects that will add a total 34 lane miles to the NJ Turnpike between Carneys Point and Mt. Laurel. These projects will cost \$1.1 billion and will pave over environmentally sensitive farm fields, wetlands and streams. This will result in more water pollution, oil runoff, as well as more sprawl in this area. More housing developments and warehouses will be built in the middle of undeveloped farmland because of the increased highway capacity. These projects will mean more truck traffic and air pollution. We believe that instead of reducing traffic, these projects will result in massive traffic delays as cars get to the Delaware Memorial Bridge, creating a bottleneck there.

TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge and TPK Westerly Alignment Mainline Widening Between Interchanges 15W - 16W.

These projects will widen 9 miles of the NJ Turnpike between Newark and East Rutherford in the Meadowlands. This area is an oasis of nature in the middle of one of the most densely populated areas in the country. We are concerned that these projects will mean more development and pollution in the middle of extremely flood-prone and environmentally sensitive wetlands. The money spent on these projects could wash away with the next storm. According to the Rising Seas and Changing Coastal Storms study, commissioned by NJDEP and prepared by Rutgers University and experts, sea levels in New Jersey could rise as much as 2.6 feet by 2050¹⁴. With this projected sea level rise, all of these roads will be underwater within decades. These projects will mean more flooding and resuspending toxic sediment, as

well as bottlenecks as traffic squeezes onto Route 3 or I-80, through the Lincoln Tunnel or over the George Washington Bridge.

TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14 - 14A and TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14A - 14C

There are two projects between Newark and Jersey City that will add 32 total lane miles and will mean replacing or widening 30 bridges. This section of the NJ Turnpike is surrounded by Environmental Justice communities. These projects will mean more traffic and pollution in areas that already received a disproportionate amount of pollution. Instead of reducing traffic congestion, we believe that these projects will cause more congestion as cars exit the Turnpike on Route 440 and Columbus Avenue and will create a bottleneck at the Holland Tunnel.

GSP Mainline Widening Between Interchanges 98-125

In Monmouth and Middlesex Counties, this 27-mile project will add lanes to both the Express and Local sections of the GS Parkway. This will add 108 lane miles and will include replacing or widening 65 bridges. This project will cause major disruptions between Wall Township and Sayreville, cutting through neighborhoods and paving over open space. The construction will have to be right up against peoples' homes in some areas, and may end up cutting through forests and wetlands in these counties.

GSP Mainline Widening Between Interchanges 129 - 142, GSP Mainline Widening Between Interchanges 142 - 154, and GSP Mainline Widening Between Interchanges 154 - 163

The proposed capital program includes three consecutive projects that will widen 34 miles of the GS Parkway. The first project from Woodbridge to Hillside will add 26 lane miles, the second project from Hillside to Clifton will add 72 lane miles, and the third project from Clifton to Paramus will add 18 lane miles. In order to make space for these projects, the concrete walls on either side of the Parkway in areas like East Orange will have to be moved back at least 45 feet on either side. Homes and apartment buildings will have to be torn down in Environmental Justice communities like Hillside, Irvington, Newark, and East Orange, causing mass disruptions. These projects will take at least 10-20 years to complete, if not longer. Construction from these projects will cause traffic jams along one of the most traveled parts of the Parkway and increase pollution in areas that already suffer from a disproportionate amount of pollution. We believe that the funds from these projects would be better spent helping these communities by putting in a light rail system along the Parkway.

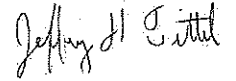
We are concerned that no environmental analysis or Environmental Impact Statement (EIS) have been performed for these projects. We believe that an EIS should be performed for the proposed 2020 capital improvement program because these projects will directly affect the environment in many ways. Hundreds of acres of wetlands, forests, streams and rivers will have to be destroyed. Projects in South Jersey and Monmouth County will promote overdevelopment, which means more shopping centers and warehouses. Projects in the Meadowlands will destroy environmentally sensitive wetlands while increasing flooding and resuspending toxic sediment.

We are also concerned that the public has not had a fair chance to participate in this process. Public hearings were held in the midst of the COVID-19 outbreak. Prior to the hearings, Governor Murphy declared a State of Emergency and a Public Health Emergency in New Jersey and a statewide curfew was put in place from 8pm to 5am. Hearings were live streamed, but this did not allow for public comments. Many people don't have access to computers or are busy taking care of their families during this public health emergency. It is not possible to do the public's business when the public are not able to participate.

We believe that the proposed capital improvement program will waste billions of dollars and increase air pollution and traffic in New Jersey. Highway widenings have been proven to be ineffective at reducing traffic congestion. Instead, we believe that this money would be better spent on expanding and improving mass transit in New Jersey. These funds could also go toward smart transportation planning like reverse and flexible lanes and better traffic management. We also believe that this process was unfair to commuters and to the people of New Jersey. Holding public hearings during the coronavirus pandemic did not allow for full public participation.

If you have any questions, or if there is any additional information that I can provide, please feel free to call me at (609) 558-9100.

Sincerely,



Jeff Tittel

Director of the New Jersey Sierra Club

- ¹ U.N. Environment Programme. *Emissions Gap Report 2019*. November 2019. <https://www.unenvironment.org/resources/emissions-gap-report-2019>
- ² Intergovernmental Panel on Climate Change. *Global Warming of 1.5°C*. October 2018. https://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf
- ³ New Jersey Executive Order 100, January 2020. <https://nj.gov/infobank/eo/056murphy/pdf/EO-100.pdf>
- ⁴ The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020. https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf
- ⁵ The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020. https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf
- ⁶ Transportation Research Board, National Research Council. *Highway Capacity Manual*. October 2000.
- ⁷ Transportation for America, *The Congestion Con*. March 2020. <http://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf>
- ⁸ Milam, R et al. Closing the Induced Vehicle Travel Gap Between Research and Practice. *Transportation Research Record: Journal of the Transportation Research Board*. January 2017. <https://doi.org/10.3141/2653-02>
- ⁹ Transportation Research Board, National Research Council. *Highway Capacity Manual*. October 2000.
- ¹⁰ U.S. Environmental Protection Agency, *Greenhouse Gas Emissions from a Typical Passenger Vehicle*. March 2018. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100U8YT.pdf>
- ¹¹ New Jersey Executive Order 23, April 2018. <https://nj.gov/infobank/eo/056murphy/pdf/EO-23.pdf>
- ¹² The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020. https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf
- ¹³ American Lung Association, *2019 State of the Air*. April 2019. <http://www.stateoftheair.org/>
- ¹⁴ Kopp, R.E., C. Andrews, A. Broccoli, A. Garner, D. Kreeger, R. Leichenko, N. Lin, C. Little, J.A. Miller, J.K. Miller, K.G. Miller, R. Moss, P. Orton, A. Parris, D. Robinson, W. Sweet, J. Walker, C.P. Weaver, K. White, M. Campo, M. Kaplan, J. Herb, and L. Auermuller. *New Jersey's Rising Seas and Changing Coastal Storms: Report of the 2019 Science and Technical Advisory Panel*. Rutgers, The State University of New Jersey. Prepared for the New Jersey Department of Environmental Protection. Trenton, New Jersey.

--
Megan Steele

Communications Coordinator

Pronouns: she, her, hers

Email: megan.steele@sierraclub.org

Office: (609) 656-7612



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John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ, 07095

March 30, 2020

Re: NJ Turnpike Authority Proposed 2020 Capital Improvement Program and Toll Adjustment

Dear Mr. John Keller,

These are trying and unprecedented times. The people and environment of New Jersey are facing both the COVID-19 pandemic as well as the longer-term threat of climate change. The U.N. Climate Report warns of a global tipping point by 2030¹, so it is critical to reduce greenhouse gas emissions as quickly as we can. The 2018 IPCC Report recommends reducing greenhouse gas emissions by 45% by 2030, compared to 2010 levels, and reaching zero emissions by 2050². New Jersey's Global Warming Response Act calls for 80% reductions by 2050, and Governor Murphy's Executive Order 100 calls for 100% clean energy by 2050³.

In New Jersey, the transportation sector is responsible for 45% of the state's net greenhouse gas emissions. The 2019 New Jersey Energy Master Plan states that "mobile sources are ... the largest cause of ozone precursors in New Jersey and are responsible for 71% of the state's nitrogen oxides (NOx) emissions, as well as particulate matter"⁴. In order to reach New Jersey's clean energy goals of 100% by 2050, as set out by Governor Murphy's Executive Order 100, it is imperative to reduce the greenhouse gas emissions of the transportation sector as quickly as possible. Unfortunately, the proposed 2020 Capital Improvement Program does the opposite.

The proposed capital program includes road widening projects on both the NJ Turnpike and Garden State Parkway that will increase greenhouse gas emissions and climate impacts exponentially. Increasing highway capacity will mean more traffic and air pollution in a state with some of the worst air quality in

¹ U.N. Environment Programme. *Emissions Gap Report 2019*. November 2019.

<https://www.unenvironment.org/resources/emissions-gap-report-2019>

² Intergovernmental Panel on Climate Change. *Global Warming of 1.5°C*. October 2018.

https://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf

³ New Jersey Executive Order 100, January 2020. <https://nj.gov/infobank/eo/056murphy/pdf/EO-100.pdf>

⁴ The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020.

https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf



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the nation. Many of these projects are in Environmental Justice communities, increasing pollutants that are most responsible for smog and ground-level ozone, like NO_x, and disrupting communities that should be protected under Governor Murphy's Executive Order 23. Vehicle Miles Traveled will increase dramatically, and additional sprawl and development from these projects will mean even more cars on the road. This capital plan will undermine the objectives of New Jersey's Energy Master Plan, which includes drastically reducing New Jersey's demand for fossil fuels, reducing Vehicle Miles Traveled, and "making the building, transportation, and electricity sectors more efficient"⁵.

Many of these projects, especially in the Meadowlands and coastal parts of South Jersey, will go underwater or be subject to chronic flooding as sea levels continue to rise. Even though these projects will have drastic environmental impacts, no environmental analysis or Environmental Impact Statement (EIS) have been performed. This plan could be carried out using federal money, but that would require the National Environmental Policy Act (NEPA) process. Instead, toll money will be used to fund these projects as a way to side-step the NEPA process and avoid any environmental reviews. The 2020 capital improvement plan is speeding us backwards into 1950's traffic jams. This is like the ghost of Robert Moses, paving over open space and Environmental Justice communities to make way for the automobile.

There is no demonstrated need for these projects, and no alternatives have been considered. None of these widening projects will be for Bus Rapid Transit (BRT) or dedicated carpool lanes along the NJ Turnpike and the GS Parkway. New Jersey has not looked at implementing traffic calming measures that have been used successfully in other states, like metered merges on entrance ramps. Other alternatives to highway widening projects include using existing roads for flex lanes to avoid unnecessary highway expansion. These funds could also go toward transit alternatives like expanding freight or regular rail lines across New Jersey to help connect people to jobs and services more effectively. Instead of reducing traffic, this capital plan will increase traffic and air pollution while undermining New Jersey's progress when it comes to mass transit, electric vehicles and clean energy.

There are fifteen projects in the capital plan that will increase highway capacity by widening sections of the NJ Turnpike and GS Parkway or by widening and replacing bridges. These projects account for \$15.635 billion, 65% of the total \$24.14 billion capital improvement program budget. They will add at least 454 lane miles which will increase capacity by at least 998,800 cars/hour during optimal times, based on the national average of 2,200 cars/mile/hour⁶.

⁵ The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020. https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf

⁶ Transportation Research Board, National Research Council. *Highway Capacity Manual*. October 2000.



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The 2020 capital improvement program will add hundreds of lane miles even though research shows that increasing highway capacity does not eliminate traffic congestion. A recent report by Transportation for America shows that although freeway capacity has increased faster than the population in America (42% compared to 32%), traffic delays have increased by 144% since 1993⁷. According to the report, "we are spending billions and we are growing our freeway network - often at a faster pace than population growth - but we aren't making a dent in congestion". Similarly, a 2017 paper published by the Transportation Research Record found that for every 1% increase in highway capacity, traffic increases by 0.29 - 1.1% in about five years⁸. It is clear that instead of reducing traffic congestion and delays, adding highway capacity only moves bottlenecks and overwhelms the roads that the highway feeds into.

These projects will make air quality worse at a time when our country is facing the outbreak of a respiratory disease. Cement and asphalt are some of the biggest contributors to greenhouse gases, and increasing highway capacity will increase air pollution from traffic as well. Assuming that flow rate is 2,400 cars/hour/lane during rush hour and 1,900 cars/hour/lane during optimal times⁹, these projects will attract 1,089,600 cars/hour during rush hour and 862,600 cars/hour during off-peak times. The average passenger vehicle emits 4.6 metric tons of CO₂/year¹⁰. This means that the added capacity from these projects will bring in approximately 67,902,376.75 lbs CO₂ every hour during rush hour and 53,792,791.97 lbs CO₂ per hour during off-peak times.

These projects would increase air pollution in New Jersey by approximately 376,990.5 metric tons CO₂ every weekday or 100,535,024.3 metric tons CO₂ each year. This is only a narrow snapshot of the impacts of these projects. It doesn't include the impacts of all of these cars driving on other roads on their way to or from the expanded sections of the NJ Turnpike or GS Parkway. This only accounts for passenger vehicles, and doesn't include trucks or buses. It also doesn't include the dozens of smaller projects like extending lanes and fixing interchanges that are also in the capital plan. The projects in the capital improvement program will increase pollutants that are most responsible for smog and ground-level ozone, like nitrogen oxides (NOx), sulfur oxides (SOx), and various types of volatile organic compounds (VOC), all of which are present in gas vehicle tailpipe emissions.

⁷ Transportation for America, *The Congestion Con.* March 2020.

<http://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf>

⁸ Milam, R et al. Closing the Induced Vehicle Travel Gap Between Research and Practice. *Transportation Research Record: Journal of the Transportation Research Board.* January 2017.

<https://doi.org/10.3141/2653-02>

⁹ Transportation Research Board, National Research Council. *Highway Capacity Manual.* October 2000.

¹⁰ U.S. Environmental Protection Agency, *Greenhouse Gas Emissions from a Typical Passenger Vehicle.* March 2018. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100U8YT.pdf>



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Many of the projects in the capital plan are located in Environmental Justice communities. This means more traffic and pollution in areas that already receive a disproportionate amount of pollution. Governor Murphy's Executive Order 23 on Environmental Justice states that the DEP "shall take the lead in developing guidance for all Executive branch departments and agencies for the consideration of Environmental Justice in implementing their statutory and regulatory responsibilities" and that "all Executive branch departments and agencies shall consider the issue of Environmental Justice and make evaluations and assessments with that guidance"¹¹. The current proposed capital improvement program will disproportionately affect Environmental Justice communities, and therefore goes against EO 23.

Highway widenings in communities like Hillside, Irvington, Newark, and East Orange will mean that homes and apartment buildings will have to be torn down. Construction will mean more traffic jams and ground-level ozone along one of the most traveled parts of the Parkway. New Jersey already has some of the worst air quality in the nation. The New Jersey Energy Master Plan states that "according to the U.S. EPA's National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in moderate or marginal nonattainment of ground-level ozone standards"¹². In the 2019 State of the Air report by the American Lung Association, ten counties in the state have 'F' designations¹³. This capital improvement program will widen highways and increase air pollution in counties that already have failing grades, including Monmouth, Middlesex, and Essex County.

The funds allocated for increasing highway capacity would be better spent fixing dilapidated bridges and other parts of the system. They would also be better spent improving and expanding mass transit in New Jersey, especially at a time when ridership is down. These funds could help expand the Hudson-Bergen Light Rail Line, the Monmouth Ocean Middlesex Light Rail Line, and the South Jersey Light Rail Line. These funds could also go toward smart transportation planning like using existing roads for reverse and flexible lanes, fixing interchanges and off ramps, and other ways to improve traffic flow without major highway expansions.

Some of the impacts of specific projects included in the 2020 capital improvement program include:

TPK Mainline Widening Between Interchanges 1 - 2, TPK Mainline Widening Between Interchanges 2 - 3, and TPK Mainline Widening Between Interchanges 3 - 4

In South Jersey, there are three projects that will add a total 34 lane miles to the NJ Turnpike between Carneys Point and Mt. Laurel. These projects will cost \$1.1 billion and will pave over environmentally sensitive farm fields, wetlands and streams. This will result in more water pollution, oil runoff, as well as

¹¹ New Jersey Executive Order 23, April 2018. <https://nj.gov/infobank/eo/056murphy/pdf/EO-23.pdf>

¹² The State of New Jersey. *2019 New Jersey Energy Master Plan: Pathway to 2050*. January 2020. https://nj.gov/emp/docs/pdf/2020_NJBPU_EMP.pdf

¹³ American Lung Association, *2019 State of the Air*. April 2019. <http://www.stateoftheair.org/>



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more sprawl in this area. More housing developments and warehouses will be built in the middle of undeveloped farmland because of the increased highway capacity. These projects will mean more truck traffic and air pollution. We believe that instead of reducing traffic, these projects will result in massive traffic delays as cars get to the Delaware Memorial Bridge, creating a bottleneck there.

TPK Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge and TPK Westerly Alignment Mainline Widening Between Interchanges 15W - 16W.

These projects will widen 9 miles of the NJ Turnpike between Newark and East Rutherford in the Meadowlands. This area is an oasis of nature in the middle of one of the most densely populated areas in the country. We are concerned that these projects will mean more development and pollution in the middle of extremely flood-prone and environmentally sensitive wetlands. The money spent on these projects could wash away with the next storm. According to the Rising Seas and Changing Coastal Storms study, commissioned by NJDEP and prepared by Rutgers University and experts, sea levels in New Jersey could rise as much as 2.6 feet by 2050¹⁴. With this projected sea level rise, all of these roads will be underwater within decades. These projects will mean more flooding and resuspending toxic sediment, as well as bottlenecks as traffic squeezes onto Route 3 or I-80, through the Lincoln Tunnel or over the George Washington Bridge.

TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14 - 14A and TPK Newark Bay - Hudson County Extension Mainline Widening Between Interchanges 14A - 14C

There are two projects between Newark and Jersey City that will add 32 total lane miles and will mean replacing or widening 30 bridges. This section of the NJ Turnpike is surrounded by Environmental Justice communities. These projects will mean more traffic and pollution in areas that already received a disproportionate amount of pollution. Instead of reducing traffic congestion, we believe that these projects will cause more congestion as cars exit the Turnpike on Route 440 and Columbus Avenue and will create a bottleneck at the Holland Tunnel.

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¹⁴ Kopp, R.E., C. Andrews, A. Broccoli, A. Garner, D. Kreeger, R. Leichenko, N. Lin, C. Little, J.A. Miller, J.K. Miller, K.G. Miller, R. Moss, P. Orton, A. Parris, D. Robinson, W. Sweet, J. Walker, C.P. Weaver, K. White, M. Campo, M. Kaplan, J. Herb, and L. Auermuller. New Jersey's Rising Seas and Changing Coastal Storms: Report of the 2019 Science and Technical Advisory Panel. Rutgers, The State University of New Jersey. Prepared for the New Jersey Department of Environmental Protection. Trenton, New Jersey.



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GSP Mainline Widening Between Interchanges 129 - 142, GSP Mainline Widening Between Interchanges 142 - 154, and GSP Mainline Widening Between Interchanges 154 - 163

The proposed capital program includes three consecutive projects that will widen 34 miles of the GS Parkway. The first project from Woodbridge to Hillside will add 26 lane miles, the second project from Hillside to Clifton will add 72 lane miles, and the third project from Clifton to Paramus will add 18 lane miles. In order to make space for these projects, the concrete walls on either side of the Parkway in areas like East Orange will have to be moved back at least 45 feet on either side. Homes and apartment buildings will have to be torn down in Environmental Justice communities like Hillside, Irvington, Newark, and East Orange, causing mass disruptions. These projects will take at least 10-20 years to complete, if not longer. Construction from these projects will cause traffic jams along one of the most traveled parts of the Parkway and increase pollution in areas that already suffer from a disproportionate amount of pollution. We believe that the funds from these projects would be better spent helping these communities by putting in a light rail system along the Parkway.

We are concerned that no environmental analysis or Environmental Impact Statement (EIS) have been performed for these projects. We believe that an EIS should be performed for the proposed 2020 capital improvement program because these projects will directly affect the environment in many ways. Hundreds of acres of wetlands, forests, streams and rivers will have to be destroyed. Projects in South Jersey and Monmouth County will promote overdevelopment, which means more shopping centers and warehouses. Projects in the Meadowlands will destroy environmentally sensitive wetlands while increasing flooding and resuspending toxic sediment.

We are also concerned that the public has not had a fair chance to participate in this process. Public hearings were held in the midst of the COVID-19 outbreak. Prior to the hearings, Governor Murphy declared a State of Emergency and a Public Health Emergency in New Jersey and a statewide curfew was put in place from 8pm to 5am. Hearings were live streamed, but this did not allow for public comments. Many people don't have access to computers or are busy taking care of their families during this public health emergency. It is not possible to do the public's business when the public are not able to participate.

We believe that the proposed capital improvement program will waste billions of dollars and increase air pollution and traffic in New Jersey. Highway widenings have been proven to be ineffective at reducing traffic congestion. Instead, we believe that this money would be better spent on expanding and improving mass transit in New Jersey. These funds could also go toward smart transportation planning like reverse and flexible lanes and better traffic management. We also believe that this process was unfair to commuters and to the people of New Jersey. Holding public hearings during the coronavirus pandemic did not allow for full public participation.



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If you have any questions, or if there is any additional information that I can provide, please feel free to call me at (609) 558-9100.

Sincerely,

Jeff Tittel

Director of the New Jersey Sierra Club

Collins, Cheryl

From: Don Monetti <dmonetti327@yahoo.com>
Sent: Friday, April 3, 2020 10:28 AM
To: NJTAPublicComments
Subject: deliberations on the proposed parkway and turnpike toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

This is not the time to be talking about toll hikes when obviously citizens have other things to deal with. No hearings are going on in Trenton so why should this? Not now!

Don Monetti
Watchung, NJ

Collins, Cheryl

From: Alison W <alisoncinzano@gmail.com>
Sent: Friday, April 3, 2020 10:05 AM
To: NJTAPublicComments
Subject: Unforgivable

Follow Up Flag: Follow up
Flag Status: Completed

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This attempt at draining more money out of the public pocket during a NATIONAL PANDEMIC HAS TO BE STOPPED!! NO to any sort of toll raise to the NJ people!!

WE ARE ALL STRUGGLING, HOW DARE YOU.

Collins, Cheryl

From: Steve S <stevenskolsky@gmail.com>
Sent: Friday, April 3, 2020 9:52 AM
To: NJTAPublicComments
Subject: TOLL HIKES

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

REALLY !!!!! HOW SNEAKY CAN SOMEONE BE??? TO HAVE A MEETING ABOUT RAISING TOLLS WHILE NO ONE CAN COME DOWN AND TELL YOU PEOPLE ARE REAL ASSHOLES!!!!!! YEA---YOU NEED A TOLL HIKE LIKE YOU ALL NEED ANOTHER ASSHOLE...---

Collins, Cheryl

From: KENNETH NELSON <kkn30@scarletmail.rutgers.edu>
Sent: Friday, April 3, 2020 9:40 AM
To: NJTAPublicComments
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

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Dear NJTA,

My name is Kenneth Nelson, I'm an Edison resident and a Rutgers-Newark student. I also work in Newark. For me, taking the turnpike daily is a necessity. I'm a college student and live on a limited budget, yet am still considered essential. During this time, it is already difficult to be able to pay my rent and utilities, yet alone continue any lavish spending. Getting to work daily is required for me to be able to continue to live. Increasing the tolls has a drastic effect on my bottom line and ability to live within my means, especially now with increased prices and decreased work due to COVID-19. Right now, we should not be punishing our essential workers and everyday residents that are barely getting by. If these toll increases are deemed absolutely necessary, then please at least postpone the increases after the COVID-19 epidemic. Please consider how these increases would affect people like me not only during these difficult times, but after as well.

Sincerely,
Kenneth Nelson

Collins, Cheryl

From: Nancy <njm425@comcast.net>
Sent: Friday, April 3, 2020 9:26 AM
To: NJTAPublicComments
Subject: Toll increases

Follow Up Flag: Follow up
Flag Status: Completed

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It is shameful that these hearings are being held when people are struggling just to keep food on the table. These toll hike discussions must be taken off the table until this crisis is over.

Nancy Malinowski
Cranford NJ
Sent from my iPhone

Collins, Cheryl

From: Bob Marshall <bobmarshall20@comcast.net>
Sent: Friday, April 3, 2020 9:09 AM
To: NJTAPublicComments
Subject: NJTA proposed capital plan

Follow Up Flag: Follow up
Flag Status: Completed

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Good morning, with respect to the above subject, please accept these comments as a resident of Somers Point near the proposed rerouting of The Parkway Exit 30 and expansion Of Parkway Exit 29.

While it is commendable that NJTA seeks to correct the seasonal traffic congestion exiting the Parkway at Exit 30, it is hard to believe that moving that congestion one mile further south corrects the problem.

Parkway exit 30 has been used since the 50s and while extremely busy, serves its purpose of allowing traffic to move through Somers Point to Ocean City on Route 52, a two lane road until it crosses Route 9.

As you know Route 52 was recently redone and widened in some places near the rebuilt Causeway bridge into Ocean City.

it makes no sense to reroute seasonal traffic congestion from one two lane road local road one mile south to another two lane county road. This does not fix the problem, it just relocates the problem.

It is not a solution that local residents can support. Please regroup, study and find another alternative. Thank you.

Sincerely

Robert K. Marshall
70 Bayview Drive
Somers Point. NJ 08244
609-226-9202

Sent from my iPad

Collins, Cheryl

From: daszellb watergod <megabucks211@yahoo.com>
Sent: Friday, April 3, 2020 8:57 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

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The fuel taxes just went up, now the tolls? Plz
stop

“...now is not the time for us to have packed hearing rooms in a packed State House. We must practice the social distancing that we are preaching to keep everybody safe... There is simply too much economic and fiscal uncertainty at this time. We will need a little time to emerge from this emergency and take full stock of the pace of our economic recovery so we can make smart decisions...”

Gov. Phil Murphy, April 1, 2020, discussing the need to delay New Jersey's budget process until September

Sent from Yahoo Mail for iPhone

Collins, Cheryl

From: shredtec <shredtec@yahoo.com>
Sent: Friday, April 3, 2020 8:43 AM
To: publiccomment@sjta.com; NJTAPublicComments
Subject: Toll hike

Follow Up Flag: Follow up
Flag Status: Completed

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Postpone all increases, until public hears can be attended.

Sent from my Sprint Samsung Galaxy S20 5G.

Collins, Cheryl

From: George Humphris <geohump@yahoo.com>
Sent: Friday, April 3, 2020 8:41 AM
To: NJTAPublicComments
Subject: Reject the toll increase & tighten your belt like we have to do

Follow Up Flag: Follow up
Flag Status: Completed

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Reject the toll increase

We motorists are paying enough, it's time to use that toll money wisely How much money is the toll authority taking in normally?

George Humphris
Toms River NJ 08753-4139

Collins, Cheryl

From: gen <genchino@aol.com>
Sent: Friday, April 3, 2020 8:18 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

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Are you kidding now don't think another of a long list of taxes and increases to burden New Jersey's citizens even more now? Oh my god seriously yes we need more taxes and expenses
This is on your list of priorities NOW? People are dying and we are at the brink of chaos and fear Enough already!

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

Collins, Cheryl

From: Michael Maiorino <mmbayview@me.com>
Sent: Friday, April 3, 2020 6:27 AM
To: NJTAPublicComments
Subject: Toll increases

Follow Up Flag: Follow up
Flag Status: Completed

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We are trying not to die and you are ready to take advantage of that - pretty pathetic- it's business, yes, I get it- but NOT NOW

Sent from my iPhone

Collins, Cheryl

From: George Humphris <geohump@yahoo.com>
Sent: Thursday, April 2, 2020 8:41 PM
To: NJTAPublicComments
Subject: NJ Turnpike toll increase comments

Follow Up Flag: Follow up
Flag Status: Completed

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The NJ Turnpike has hidden the link to post comments on this toll increase

(See the picture of NJ Turnpike home page, in microscopic print on the right side one can find the link BUT it requires copying & pasting as its not a simple click to comment)

In the "Frequently Asked Questions" it's a link to a PDF file, but nowhere in the frequently asked questions does it give the address to mail comments nor the online link to e-mail comments

And nowhere in that file does it give the Friday April 3 5PM deadline on posting comments

Motorists are paying a gas tax, which I'm sure will go up this coming fall as tax revenues are down

The tolls were to be removed from the Garden State Parkway when it was first built, it's time to disband all these toll & bridge authorities & let our gas tax go to these roads

There's too much waste & I believe the state skims money off the NJ Turnpike every year, I know they use to

So it's time to get that money back before raising tolls one penny

Here's the link to the "Frequently Asked Questions"

<https://www.njta.com/media/5176/faqs.pdf>

And I'm sending a photo of the NJ Turnpike home page

Like I said the non-clickable link & mailing address are in microscopic print on the right side of the home page

New Capital Plan & Toll Schedule Proposed

PUBLIC COMMENT ON THE PROPOSAL WILL REMAIN OPEN UNTIL 5 PM APRIL 3RD

[Frequently Asked Questions / Proposed Toll Schedules, Turnpike / Proposed Toll Schedule, Parkway / Proposed 2020 Capital Improvement Plan / NJTA Strategic Plan / Preguntas mas frecuentes / PowerPoint Presentation](#)

PUBLIC HEARING VIDEOS ▶



The full videos of the [unclear] and at Camden County <https://www.njta.com> comment period will n invited to submit your NJTAPublicComment: Director, New Jersey T 5042, Woodbridge, NJ

OPPORTUNITIES

DRIVER TOOLS

IN



Sincerely,
George Humphris
Toms River, NJ 08753-4139

Collins, Cheryl

From: Michele Spector <spector_michele@yahoo.com>
Sent: Thursday, April 2, 2020 7:22 PM
To: NJTAPublicComments
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

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As there is no oversight over the actions of the New Jersey Turnpike Authority (NJTA), and because the public meetings about the toll hikes were held despite that most were engaging in "social distancing" to avoid contracting the Corona virus, these tolls should not be raised.

As more than 206,253 workers have filed for unemployment insurance by week ending March 28th because of the pandemic, these tolls should not be raised. It would break the public's back.

The timing couldn't be worse for Capital Improvement Projects, projects set to move forward over the objections of the public and what it can afford or want. The NJTA does what it pleases and puts on a show as if what it does is for the public good. The NJTA is a poor Public Trustee whose prime concern is its own bottom line and that of its engineering good buddies.

As residents across New Jersey, adversely affected by these highway projects, are infected with the Corona virus in the tens of thousands, these tolls should not be raised. It's just wrong.

There seems to be no defense against the rogue NJTA to get mitigation for the environmental damage sure to follow. This is exactly what happened neighborhoods in Brick, NJ with the misfortune to border the Garden State Parkway. We were denied a sound barrier that we qualified for due to arbitrary and capricious reasons.

The NJTA is known for incomplete, skewed environmental studies, and segmented projects that enable them to dodge any responsibility for damage inflicted. And they conveniently shift their policy for each and every project to accomplish this.

For all these reasons and more, these tolls should not be raised.

Michele Spector
808 Jenny Court
Brick, NJ 08724

Collins, Cheryl

From: Bill Beren <beren1@verizon.net>
Sent: Thursday, April 2, 2020 5:43 PM
To: NJTAPublicComments
Cc: New Jersey Transportation Committee
Subject: NJ Sierra Club Comments on Proposed Toll Hike and Capital Construction Plan
Attachments: NJ TURNPIKE AUTHORITY APRIL 2 2020.doc

Follow Up Flag: Follow up
Flag Status: Completed

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Enclosed please find the official comments of the NJ Chapter of the Sierra Club regarding the proposed toll hikes and Capital Construction Plan

Bill Beren, Chair
Transportation Committee
<https://www.sierraclub.org/new-jersey>





**SIERRA
CLUB**

NEW JERSEY CHAPTER

145 West Hanover St., Trenton, NJ 08618

TEL: [609] 656-7612 FAX: [609] 656-7618

www.SierraClub.org/NJ

STATEMENT TO THE NEW JERSEY TURNPIKE AUTHORITY ON PROPOSED TOLL HIKE AND CAPITAL CONSTRUCTION PLAN

SUBMITTED BY EMAIL APRIL 2, 2020

New Jersey is facing two existential threats to our economic future. One is the short-term impact of the Covid19 virus and required social distancing. The second, longer term threat is the impact that climate change will have on our environment, and ultimately our economy. It is therefore essential to do what we can today to reduce the future amounts of greenhouse gases emitted by the Transportation sector as quickly as possible. Unfortunately, the capital construction plans of the Turnpike Authority, to be funded by the proposed rate hike, do just the opposite.

To quote the New Jersey Energy Master Plan Executive Summary (emphasis added), *"The EMP found that New Jersey can cost-effectively reach its goals of 100% clean energy and reduce its greenhouse gas emissions below the GWRA target largely through electrifying the transportation and building sectors, promoting energy efficiency, and meeting more than a doubling of load growth with 94% carbon-free electricity (the remaining 6% can be provided with carbon-neutral electricity). Successfully implementing the strategies within this EMP will result in a drastic reduction in New Jersey's demand for fossil fuels. **Making the building, transportation, and electricity sectors more efficient will also contribute greatly toward meeting the state's goals, as eliminating wasted energy and reducing overall consumption is the most cost-effective and cleanest energy system option. Importantly, in embracing this climate challenge, New Jersey is also poised to take advantage of a profound opportunity to expand the clean energy innovation economy, support New Jersey families, and create new long-term jobs. The state will also be sensitive to the potential for rising costs, and be aggressive in limiting these costs whenever possible through prioritization and phasing in goals over an appropriate and reasonable timeframe...**"*

The New Jersey Energy Master Plan clearly documents that the transportation sector is responsible for slightly under 50% of the greenhouse gases emitted in our state. It concludes that *"mobile sources are also the largest cause of ozone precursors in New Jersey and are responsible for 71% of the state's nitrogen oxides (NOx) emissions, as well as particulate matter. Ground level ozone, also called smog, can cause permanent lung and heart damage,*

reproductive and developmental harm, and premature death, according to the American Lung Association. Importantly, according to U.S EPA's National Ambient Air Quality Standards (NAAQS), all 21 counties in New Jersey are in non-attainment for ground-level ozone standards."

Given these facts, the plan highlights the importance of controlling transportation-related pollution by making its First Strategy "*Reduc(ing) Energy Consumption and Emissions from the Transportation Sector*" and under that strategy, Primary Goal 1.1 that: *The transportation sector should be almost entirely decarbonized by 2050, with an early focus on electrification of light-duty (passenger) vehicles and short-range medium- and heavy-duty vehicles, particularly in environmental justice communities. Further, there should be a concerted effort to reduce vehicle miles traveled.*

Unfortunately, the Turnpike Authority's proposed capital construction plan and its associated toll hike does not address the serious climate change crisis facing us and contradicts the EMP's goals to reduce Vehicle Miles Travelled. We agree with the following parts of the Authority's plan:

- A) proposed allocation of toll money to improve and support public transit, provided that the money allocated is in addition to, rather than replacing allocations from the State's general funds;
- B) building additional express cashless toll lanes that don't require lane shifting and slowing down on the toll roads; and
- C) bridge repair projects.,

However, the bulk of the capital plan involves road widening projects on both the Turnpike and the Parkway. Rather than decrease future VMT as mandated by the Energy Master Plan, these projects will result in increased VMT, offsetting the expected environmental benefits of reducing congestion. To quote from The Congestion Con, published by Transportation for America:

In an expensive effort to curb congestion in urban regions ... we have spent decades and hundreds of billions of dollars widening and building new highways. We added 30,511 new freeway lane-miles of road in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of freeway expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Yet this strategy has utterly failed to "solve" the problem at hand—delay is up in those urbanized areas by a staggering 144 percent. <http://t4america.org/maps-tools/congestion-con/>

However, it is clear that the Turnpike Authority is rushing to hold these hearings with little time for public review of the extent of the proposed toll increases. Indeed, the Turnpike Authority's disregard of the public's inability to participate due to rules imposed by Governor Murphy on social distancing, suggest that the Authority is going to disregard public input and proceed with the toll hikes and full capital construction, regardless of public objection. We urge the Authority to rethink its approach, reduce the toll hike in line with the Energy Master Plan's recommendation to limit costs

whenever possible through prioritization of projects, and limit the construction program to the three main projects we listed above. In this way, the Authority can proceed to provide real benefits both to the driving and trucking public that uses the Authority's roadways, but also to the fight against climate change.

Bill Beren, Chair Transportation Committee

Collins, Cheryl

From: john alfano <piggie122@gmail.com>
Sent: Thursday, April 2, 2020 5:31 PM
To: NJTAPublicComments
Subject: Tool hike

Follow Up Flag: Follow up
Flag Status: Completed

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I thought the increase in the gas tax was supposed to be for this kind of projects. Please explain to me why a toll increase is needed. When there was a outrageous increase in the gas tax. John R Alfano

Collins, Cheryl

From: Steve Carrellas <nj@motorists.org>
Sent: Thursday, April 2, 2020 4:11 PM
To: NJTAPublicComments
Subject: Comments on proposed toll increases and Capital Plans for NJT and GSP
Attachments: NJTA Toll and Capital Plan Comments from NJ-NMA_April_2020.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Mr. John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
Woodbridge, NJ, 07095

Dear Mr. Keller:

Please find attached the comment letter from the New Jersey Chapter of the National Motorists Association (NMA) that provides our comments on the proposed toll increases and Capital Plans for the New Jersey Turnpike and Garden State Parkway.

Steve

Stephen G. Carrellas, P.E.
Director of Government and Public Affairs
New Jersey Chapter
National Motorists Association
nj@motorists.org



NATIONAL MOTORISTS ASSOCIATION

Empowering Drivers Since 1982

New Jersey State Chapter

Stephen G. Carrellas, P.E.

35 Sycamore Avenue Berkeley Heights, NJ 07922-1614

Phone: (908) 464-7943

E-mail: nj@motorists.org

Website: www.motorists.org

April 2, 2020

Mr. John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
Woodbridge, NJ, 07095

Dear Mr. Keller:

On behalf of the New Jersey Chapter of the National Motorists Association (NMA), this letter provides our comments on the proposed toll increases and Capital Plans for the New Jersey Turnpike and Garden State Parkway. As the head of the New Jersey Chapter since 1988, I have actively participated in the process for every past toll increase proposal and never have I seen such total disregard for transparency and respect for the users of your facilities. And that was before the coronavirus outbreak became a pandemic.

While it would not have been a surprise for the New Jersey Turnpike Authority to come back to the motoring public eight years after the last toll hike, the surprise was the sudden nature of the announcement and the enormity of the proposed capital plan. Nothing was said about it in the September 2019 Strategic Plan or the 2020 Capital Plan. Nor was there any detailed information immediately available when the hearings were announced – not even the size of the new Capital Plan.

The official notification was released to meet the minimum ten-day requirement between its release and the first public hearing, held on March 18 with a subsequent 50-person pandemic-related gathering limit that would preclude large group protests. And, there was no detailed information until the day before the hearing! Trust and transparency are lost when timing and information availability happens in this manner. While the Authority implemented the 2008 plan well, it still must earn the public's trust with the next proposal. This wasn't a good start.

Both public hearings were viewed online, including the presentations, and the publicly available information was reviewed. The primary purpose of the public hearings and the subsequent written comment period is to facilitate "comments and questions" about the proposed toll increases and the related Capital Plan. The key takeaway came from the numerous times officials at the hearing said that all submitted questions will be answered. While most answers will likely be self-serving, the Authority will be held to its promise.

The first question must be, why the surprise announcement about toll increases and spending plans given no previous indications that this was coming? The fact that the supporting information wasn't available says the Authority wasn't prepared to begin this process but was motivated to speed it to completion. And, who ordered this action to proceed and when was the order given?

A related question is, why didn't the original notification call for the first public hearing in 30 to 45 days to give time for information to become available and for stakeholders to request further information to better formulate their response? That would take some of the onus off hearing-related questions that would only be answered in a report with no further public discussion before Commissioners decide on the proposal.

Regarding the Capital Plan, it appears motorists are getting something for increased tolls with needed maintenance and targeted expansion, but is it worth the price? This time, the potential price tag of \$24 billion is staggering compared to the prior \$7 billion plan and it was later revealed that this is now over 15 to 20 years, not just the ten years presumed from capital and strategic plans.

The \$24 billion capital plan allots \$7.87 billion to the Parkway, \$11.91 billion to the Turnpike, and \$4.36 billion for both, mostly for maintenance, improvements, and upgrades. Between both facilities, \$16 billion is allocated for widening over a 10 to 20-year period. Can the proposed indexed toll scheme limited to three percent annually ever support such a level of spending? That question leads to these related questions:

- What is the process, including timing, for determining future toll increases based on an indexed toll scheme?
- What will happen if the selected index declines, stays flat or only slightly increases?
- If insufficient revenue is generated from reduced volume or little to no index-related increases, will the Authority be able to adjust programs to avoid automatic toll increases called for in bond agreements to maintain defined ratios for debt service?
- Will the index have to reach a minimal increase to impact changing a toll or will we see nickel toll increases?
- What will happen if future indexed toll increases exceed revenue needs as a result of currently defined capital projects being scaled back or cancelled? Will a planned toll increase be cancelled or rolled back?
- What index will be selected? The South Jersey Transportation Authority selected the Consumer Price Index (CPI).

Looking at the proposed toll schedule for passenger vehicles, tolls would increase by \$1.25 for the “average trip” on the NJ Turnpike (to \$4.80), reflecting a 36 percent increase, and 30 cents on the Garden State Parkway (to \$1.41), reflecting a 27 percent increase. The rate at a Parkway toll plaza increases 40 cents to \$1.90, and the branch tolls rise 15 cents to 65 cents. Thankfully, other vehicle class rates are uniformly applied and discounts are still maintained. While this reflects the immediate increase, presumably starting this year, how will tolls rise in the next 10 or more years?

Starting in 2022, if the yet unknown index drives a three percent annual increase, the average Turnpike toll doubles from today’s rates in 2034 while it doubles for the Parkway in 2036. By 2040, the Turnpike would see a 140 percent increase from 2019, while the Parkway would see a 123 percent increase. And, motorists would face a similar percent increase as presumed for this year in 2032 for the Turnpike and in eight years in 2029 for the Parkway – the same interval since the last toll increase.

How can the motoring public be assured they are getting the value they are willing to pay for? Certainly, plans for capitalized maintenance, improvements and upgrades are expected but that only represents 20 percent of the \$24.14 billion proposed Capital Plan. Interchange completions on the Parkway (\$300 million) and widening on the Turnpike from Exits 1-4 (\$1.1 billion) seem to be the most cost effective and long-needed projects

delivering high value. Combined, the maintenance and related improvements and these Parkway and Turnpike projects bring capital spending to \$6.12 billion or 25 percent of the proposed \$24.14 billion Capital Plan – still less than the previous \$7 billion Capital Plan.

Why did almost \$1 billion get allocated for all-electronic toll collection conversion for both facilities with the past-stated concern of massive lost revenue from uncollected tolls? Aside from the Authority joining the bandwagon, it appears that it would be easier and more efficient to adjust frequently changing tolls via software and have the changes less noticeable to motorists since they appear in account statements after the fact.

What would be the impact on the \$6.12 billion worth of projects identified above if there were no toll increase on either facility? What projects could be completed or would have to be scaled back? What fixed toll increase – either one-time or periodic but with no automatic indexing provision – would support a \$6-10 billion program for both facilities over an 8 to 10-year period? And, the same question for a \$15 billion program for a 15-year period.

What are the conclusions and timing considerations from current and projected traffic volume data that led to plans for widening various sections of the northern end of the Turnpike?

Why would a user of the Turnpike or Parkway accept the proposed toll increases and plans without adequate answers to the myriad of questions raised above? It is understandable that those organizations who will be paid to design, supply, manage and build the projects are enthusiastic in their rhetoric for an expensive and expansive program, but they only represent a very small portion of users who have to pay for it.

Recommendations

Considering all the comments and questions above, the NMA recommends to the Authority the following.

- Do not rush to approve toll increases, especially to have them implemented in the statutory minimum 45-day time period following a public hearing.
- Publicly release the documentation covering all commenting from the public hearings and the submitted written comments along with the Authority response to all questions concerning the proposals.
- Propose multiple scenarios that directly link specific toll increases with the costs and priorities of specific capital projects over a specified time frame to provide the motoring public with insight into the costs and value provided by each scenario. Toll increases should include specific periodic increases – with or without indexing – that match prioritized spending needs.
- Work with the public and representative stakeholders to reach consensus on a ten-year capital program that balances cost with system performance and is more in line with a business case and program plan rather than automatic toll increases supporting a 20-year wish list.

The NMA recommends to the Governor the following.

- Before a vote by the Turnpike Authority Commissioners on the toll increase and Capital Plan proposals, direct the Authority to stop any actions to approve these proposals and ensure a response to all the questions raised by commenters.
- Direct the Authority to develop more detailed plans to share with the public and representative stakeholders in line with the recommendations above for the Authority to ensure a more inclusive discussion of the future needs of the two facilities.
- If the Authority Commissioners vote to approve the current proposals, veto the minutes of the meeting for that vote to invalidate the approval.

The NMA also recommends to the state legislature the following.

- Hold hearings to investigate how and why this proposal was pushed on the public with minimal advance notice, initial lack of detailed information and a subsequent lack of adequate information.
- Create and pass legislation to increase transparency and monitoring of the New Jersey Turnpike Authority similar to what was developed for the Port Authority of New York and New Jersey.

These comments, questions and recommendations are in response to the content of the proposals and the conduct of the process and would apply regardless of the coronavirus pandemic that likely limited attendance at in-person hearings and the number of written comments. However, public participation was clearly limited by the combination of timing and limited information availability as well as by the public's focus on the unprecedented impact on their way of life, now and in the future.

The current and lasting effects of the pandemic are more than likely to change the longer-term assumptions that went into the Authority's proposals. That's another good reason for slowing down the process and reconsidering the near- and long-term options. Loss of current toll revenue will create new issues, hopefully only in the short term.

I would be happy to discuss further any aspect of our comments and recommendations during your deliberations and am reachable at the contact information in the letterhead. I look forward to seeing meaningful answers to all the asked questions.

Sincerely,

/s/ Stephen G. Carrellas

Stephen G. Carrellas, P.E.
Director of Government and Public Affairs

Cc: Select distribution

Collins, Cheryl

From: Nat Bottigheimer <nat@RPA.ORG>
Sent: Thursday, April 2, 2020 3:03 PM
To: NJTAPublicComments
Cc: diane.scaccetti@dot.nj.gov; Tom Wright; Kate Slevin
Subject: RPA Comment on New Jersey Turnpike Authority Proposed Capital Plan and Toll Increases
Attachments: RPA Comment Letter NJ Turnpike Tolls and Capital Plan April 2 2020.pdf
Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Please accept the attached comment letter, addressed to Executive Director Keller, as Regional Plan Association's comment on the Authority's recently-proposed capital plan and toll increase regime.

Sincerely,



Nat Bottigheimer

(he/him)

New Jersey Director

Regional Plan Association

One Whitehall, 16th Floor, New York, NY 10004

60 Union Street, Ste. 1-N, Newark, NJ 07105

179 Nassau Street, 3rd Floor, Princeton, NJ 08542

nat@rpa.org | O: 917.546.4343 | C: 609.955.0456

The 30th 
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Learn more at assembly.rpa.org



Regional Plan Association

April 2, 2020

Mr. John M Keller, PE, PMP, Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza, P.O. Box 5042
Woodbridge, NJ, 07095

Dear Executive Director Keller:

Thank you for the opportunity to submit comments on the New Jersey Turnpike Authority's (NJTA) recently proposed capital program and toll increases.

Regional Plan Association (RPA) is an independent, non-profit regional planning organization that works to improve the prosperity, infrastructure, sustainability and quality of life of the New York-New Jersey-Connecticut metropolitan region. We pursue these goals by conducting independent research, planning, advocacy and vigorous public-engagement campaigns. A cornerstone of our work is the development of long-range plans and policies to guide the region's growth. Since the 1920s, RPA has produced three landmark plans for the region and recently completed a fourth plan, tackling the urgent challenges facing our region, including climate change, fiscal uncertainty and obstacles to opportunity.

RPA supports user fees and increased capital spending, but has concerns about the timing of this toll increase and the lack of a broader transportation plan.

We urge you to consider the following recommendations:

Before committing to any expenditures, NJDOT must release a broader transportation vision that prioritizes increased funding for NJTransit

We urge NJTA to work with NJDOT and NJ TRANSIT to prepare a comprehensive mobility strategy for New Jersey that encompasses operations and facilities of the NJTA, NJDOT, and NJ TRANSIT, along with the PANYNJ, South Jersey Transportation Authority, and Delaware River Joint Toll Bridge Commission. How will this toll increase help realize that broader vision while conforming with state environmental goals?

The plan should lay out ambitious goals for increased investment, repair, and expansion of NJ TRANSIT including maintenance facilities, track, administrative and customer support systems, and dilapidated stations and shelters. It must also recognize what the COVID crisis means for the state's growth and development, its travel patterns, and its overall fiscal situation.

Finally, what will this toll increase mean for New Jersey's participation in the proposed Transportation Climate Initiative?


After evaluating all of these issues, it may be that the existing NJTA capital plan must change dramatically, especially in the wake of the ongoing COVID health crisis.

To the extent possible, prioritize toll revenues for reinvestment in public transit and existing roads and bridges

The proposed capital plan includes funding for numerous roadway widenings that appear inconsistent with key Murphy Administration policies on climate change mitigation and economic growth. In addition, the proposed capital plan lacks critically needed information that would establish the policy need for these projects. Basic cost-benefit assessments would be helpful to understand to what extent different projects are more or less cost-effective, and how they relate to needed investment in public transportation and DOT assets.

Thank you for the opportunity to comment on the NJTA's proposed toll increases and capital plan. I would be happy to discuss these further in person.

Your sincerely,



Nat Bottigheimer
New Jersey Director

cc:

Diane Gutierrez-Scaccetti, Commissioner, NJDOT

Collins, Cheryl

From: David Miller <btbufokis@gmail.com>
Sent: Thursday, April 2, 2020 12:07 AM
To: NJTAPublicComments
Subject: Toll increase comment.

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

This is a regressive tax. We probably still have toll cheats. A portion of these roads should be paid for by the income tax. Cut other programs. We shouldn't have to pay a tax to go to work.

Collins, Cheryl

From: Margaret Merone <margaretmerone@gmail.com>
Sent: Wednesday, April 1, 2020 9:24 PM
To: NJTAPublicComments

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

raising tolls on gardent state highway are you nuts... cant pay our bills ,, not getting salary how about cutting the bull shit workers who stand around looking at their cell phones while they are making over time.... cancel this meeting and let the public tell you what should be raised... omg enough... people are dying not working and your raising tolls wow

marjie merone 113 pelicne road middletown ...

Collins, Cheryl

From: Allie Molinaro <molinaroallie@gmail.com>
Sent: Wednesday, April 1, 2020 2:56 PM
To: NJTAPublicComments
Subject: Public Comment for NJ Turnpike / Garden State Parkway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear NJTA,

I am writing to oppose expansion of the New Jersey Turnpike and Garden State Parkway. I believe that you have good intentions, and trust me, as a commuter to and from New York City I agree that traffic is a huge problem, however I do not think that expanding the highway is the right way to address it.

Similar projects have revealed that expanding highways increases the use of personal vehicles, thereby increasing traffic, air pollution, and greenhouse gas emissions. With transportation already being the largest carbon dioxide emission source in the state, we cannot invest in a project that will make these emissions higher.

Instead, I would much rather see the NJTA spend their time and resources on expanding and improving rail and buses, especially by adding bus lanes and electric buses and by decreasing the train and bus ticket prices to encourage more ridership. This will decrease carbon emissions, reduce vehicle accidents and fatalities, and make us all a lot less stressed. Trust me, I would MUCH rather sleep on a bus or train during my commute than be death-gripping my steering wheel in dangerous, mind-numbing traffic!

Thank you for reading my comment, I hope you take my concerns into consideration as you make your decision.

All the Best,

Allie Molinaro

Collins, Cheryl

From: Evelyn Hodyl <sunbum85@me.com>
Sent: Wednesday, April 1, 2020 10:34 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

In this time of national and state emergency, It is unconscionable that you would proceed with hearings. The public is busy trying to maintain its health and pay bills. These hearings should be adjourned until such time as the public can fully consider the implications of your proposals.

Sent from my iPhone

Collins, Cheryl

From: Margaret Joffe <mjoffe7@gmail.com>
Sent: Wednesday, April 1, 2020 9:47 AM
To: NJTAPublicComments
Subject: Tolls

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Sent from my iPad. I'm writing to you in regard to raising the tolls on the parkway. I can not believe you people doing such a thing at this time. We are struggling to pay our bills and you do not care about the poor working class. Please reconsider your actions.

Collins, Cheryl

From: imants <slepotajs@aol.com>
Sent: Wednesday, April 1, 2020 6:58 AM
To: NJTAPublicComments
Subject: toll increase comment

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hello,

This is to register my comment in the public that a toll increase at this time in light of reduced incomes of the users of toll roads should be postponed or delayed until the economy returns. People out of work will not be using your roads and perhaps you need to recognize that reality. Perhaps a better measure is to disband the entire structure with its overhead and dissolved it as an semi-government institution. Make it part of the DOT.

Also it is time to get rid of the prevailing wage rate and other social enhancement structures that has no bearing on the job of providing transport. Contractors pay the workers based on flawed economic models of the late 60 or early 70's and that period has ended, forever. When a laborer at a roadway improvement project makes more money than a person holding an advanced education degree is a symptom that the system is stupid. TIME TO FIX STUPID.

No toll increase for a bureaucracy that spends more of the collection money for "other" needsthat are questionable at best, and not related to the making roads efficient.

Respectfully submitted,
Imants Smildzins
1018 Schencks Mill Line Road
Toms River, NJ

Collins, Cheryl

From: james crompton <crompts@hotmail.com>
Sent: Wednesday, April 1, 2020 1:40 AM
To: NJTAPublicComments
Subject: Rate hike

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Please stop all meetings concerning toll rate hikes. We, the Public, must have a voice. We already pay too much, the turnpike and parkway erect multimillion dollar signs that only speak the obvious, you build unnecessary bridges, and post too many signs, and now, there are trucks beating the parkway to death. Enough. Stop spending, get rid of administrators, and run a beneficial roadway. Thanks,
JR Crompton

Sent from [Outlook Mobile](#)

Collins, Cheryl

From: Marc DAuria <marcjd1@yahoo.com>
Sent: Tuesday, March 31, 2020 11:09 PM
To: NJTAPublicComments
Subject: Garden State Parkway Toll Hike

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Summary: Toll discount for daily users

Justification:

I think the parkway already receives ample funding at current toll levels. As a commuter I pay \$4.50 per day for my commute from Berkeley Heights to Paramus. That is \$ 1,080 for a 240 day work year which is 1% of my gross pay and close to 2% of my take-home and I make more than the average person. That is too high considering all the other taxes paid, let alone a 27% increase from this proposed toll hike. If a toll increase is really needed, how about some sort of break to regular users of the parkway. When you used tokens there was a slight discount, with ez-pass you could easily base a discount on monthly volume.

Regards,
Marc D'Auria
Emily Aprea
5 Maple Ave
Berkeley Heights, NJ 07922
(973) 262-4153

Collins, Cheryl

From: RONALD <rbricker1@comcast.net>
Sent: Tuesday, March 31, 2020 9:03 PM
To: NJTAPublicComments
Subject: Toll Increases - Are You Kidding Me!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Sir/Ma'am,

Now is one of the absolute worst times to even consider the possibility of toll increases. People all over the state are losing their sources of income as a result of the COVID-19 virus and are wondering how they are even going to make ends meet without receiving their normal pay checks yet alone have to figure in the cost of an additional burden.

The state of New Jersey and its Leaders should be figuring out a way to prop up and support the residents of the Garden state not how they can increase the states revenue.

Thank you for your time and consideration in the matter.

Very Respectfully,
Ron Bricker0

Sent from Xfinity Connect Application

Collins, Cheryl

From: mzeb@aol.com
Sent: Tuesday, March 31, 2020 2:49 PM
To: NJTAPublicComments
Subject: Proposed Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

It would be **UNCONSCIONABLE** for the NJ Legislature and Governor Murphy to pass toll hikes on NJ roads at this time as so many New Jerseyans are out of work, working reduced hours, and/or dealing with horrific health issues even deaths, in their daily lives. I cannot believe that these hikes would be put into effect by any self-respecting human being at this time.

PLEASE RECONSIDER this pending action and vote with a clear conscience.

MAUREEN ZEBROWSKI
148 B Newark Avenue
Lavallette, NJ 08735

Maureen Zebrowski
"Not all who wander are lost."

Collins, Cheryl

From: Kevin Santiago <kevinhsantiago@gmail.com>
Sent: Tuesday, March 31, 2020 1:57 PM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Considering Toll hikes during this pandemic is alarming. STOP these hearings until the community can participate in public hearings.

Thank you,

Kevin

Collins, Cheryl

From: Thomas McCarey <tom_mccarey@runbox.com>
Sent: Tuesday, March 31, 2020 1:51 PM
To: NJTAPublicComments
Subject: No Toll Increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear Mr. Mrozek:

The Turnpike Authority has enough money in the Comprehensive Annual Financial Report [<https://www.njta.com/media/5175/2019-cafr-draft.pdf>] in bank accounts, investments, and enterprise activities that a fund could be set up to end taxation and tolls forever [<http://www.taxretirement.com/>]. But the public are never told this.

It is the public's money and should be given back to the people. Rolling over the bond issues enriches the banks, lawyers, and the government and impoverishes ordinary drivers. The bonds should be paid off and the debts retired. Bringing up an unnecessary and unfair toll hike when the news cycle is distracting the public is unconscionable. It brings shame on you as a public servant. Please treat the public to the truth in this matter. Thank you.

Sincerely,

Tom McCarey

Collins, Cheryl

From: Stephen Brill <sbrill47@verizon.net>
Sent: Tuesday, March 31, 2020 1:43 PM
To: NJTAPublicComments
Cc: Michele Spector; Stephen Brill
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

How do the toll payers know that money collected by the NJTA will not be diverted? I remember the tunnel to nowhere. The \$750 million ARC tunnel or was it \$1.2 billion. Or hundreds of millions exiting the NJTA coffers and ending up in the state treasury. The squishy financial accounting by both the Transportation Trust Fund and the NJTA. An example of which, where every purchaser of gasoline was hit with a tax increase. Tens of millions of dollars were collected. How many of you are aware that tens of millions were used to subsidize the NJTA Garden State Parkway Interchange 91 project?

Can we trust the NJTA?

Can we trust them when they selfishly profit at our expense?

My personal experience with the affects of NJTA Shoulder Widening and Interchange 91 projects answers those questions -NO!!

The NJTA is a rogue shadow government with little to no oversight and public accountability to the people of New Jersey? No appeals, no recourse, no Inspector General, no Public Advocate!!

Until current economic conditions improve and the NJTA is held accountable for the harm that it's highway projects have caused, let them hear the very same word they have used against us NO TOLL INCREASES!!

Stephen Brill
806 Jenny Court
Brick 08724

Collins, Cheryl

From: Theresa Reynolds <treyn1116@hotmail.com>
Sent: Tuesday, March 31, 2020 12:55 PM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

How unfair and greedy can you get! Shame on all of you.
Sent from Mail for Windows 10

Collins, Cheryl

From: Kathi Davis <kadee720@yahoo.com>
Sent: Tuesday, March 31, 2020 12:44 PM
To: NJTAPublicComments
Subject: Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

Are you kidding me about toll hikes at this crucial time in our economy? This is an outrage! And to do this at all is crazy. A 27% hike for the Parkway? And over 30% on the Turnpike???

That's not bad enough but then you ask for a 3% toll hike every year due to INFLATION!!! My social security check only gets MAYBE a 1% increase each year! Why don't we get an increase due to inflation?

New Jersey is getting harder and more expensive to live in. No wonder so many people are leaving this state.

I sincerely hope you will rethink this and GIVE US A BREAK!

Sincerely,
Kathi Davis

Sent from my iPad

Collins, Cheryl

From: fdeluca175 <fdeluca175@comcast.net>
Sent: Tuesday, March 31, 2020 12:26 PM
To: NJTAPublicComments
Subject: NO to toll increase.cut spending and waste

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

F deluca

Sent from my T-Mobile 4G LTE Device

Collins, Cheryl

From: JN Cliff <jncliff2@cmail.one>
Sent: Tuesday, March 31, 2020 12:12 PM
To: NJTAPublicComments
Subject: NJ PARKWAY TOLL RAISE-ABSOLUTELY NOT!!!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

GOVERNOR MURPHY ET ALL,

"We call on Governor Phil Murphy, the Commissioner of the New Jersey Department of Transportation, and the New Jersey Turnpike Authority Chair Diane Gutierrez-Scaccetti to immediately stop any hearings, plans or discussions to increase our Parkway or Turnpike tolls at this time," the lawmakers wrote in their letter. "We are in the middle of a state-wide public health emergency that caused a massive economic fallout and thousands of jobs terminated. The timing couldn't be any worse for these hearings and we are vehemently against any increases at this time."

HORRIBLE IDEA!!!

JN CLIFF

Collins, Cheryl

From: Kathy Lammers Waller <justbeachy59@gmail.com>
Sent: Tuesday, March 31, 2020 10:33 AM
To: NJTAPublicComments
Subject: Parkway Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

This is not the time to be considering toll hikes on the Parkway (or the Turnpike, if it comes to that). So many people are out of work, businesses are closed, people are scared. It would be cruel and heartless to even consider discussion let alone passage of tolls hikes. The Parkway was supposed to have paid for itself many years ago, and yet the tolls keep rising. Right now, a hike would be unconscionable.

Sent from my iPad

Collins, Cheryl

From: Lois Ciccone <domlois2492@aol.com>
Sent: Tuesday, March 31, 2020 10:21 AM
To: NJTAPublicComments
Subject: Toll increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom It May concern,

I am a resident of Ocean county and object to any increases on the NJ Turnpike and Parkway. So many of us need to use these roadways to get to jobs, take care of family, etc. and at this terrible time especially with so many people out of work this would be a hardship.

How can you possibly do this to us, practically behind our backs, and at this terrible time. Aren't our taxes high enough without this terrible burden.

Lois Ciccone
126 Silver Beach Rd
Normandy Beach NJ

Collins, Cheryl

From: Pamela Martin <pamela.6156@gmail.com>
Sent: Tuesday, March 31, 2020 9:32 AM
To: NJTAPublicComments
Subject: Tolls

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Are you out of your minds?!!!

NJ citizens are suffering now, like never before! And you think it is appropriate to smack them in the face with toll hikes? Now?
Today is when you should be reducing all Board stipends to zero for the next 24 months. Today is the day you should be eliminating all bonus packages for 2020 and 2021. Today is the day you should be reducing C-Suite pay by 50% for the next twelve months. And all other executive pay by 20 to 50% for the next twelve months. Today is the day you should be implementing a mandate eliminating all staff and Board travel outside of NJ for the next 24 months. Today is the day you should be eliminating all perks, such as company cars. Today is not the day to further cripple NJ citizens with toll hikes. You should be ashamed of yourselves!!!

Pamela Martin
Manasquan NJ

Collins, Cheryl

From: Colleen Donovan <cjdonovan13@aol.com>
Sent: Tuesday, March 31, 2020 9:30 AM
To: NJTAPublicComments
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom it May Concern,

It has just come to my attention that there are talks for a toll increase during a PANDEMIC! This is absurd and MUST NOT BE PASSED! How this is even being considered during this unprecedented time is beyond me. I am a registered voter and will remember this during the next election!

Colleen Donovan

Collins, Cheryl

From: SALVATORE SANFILIPPO <stsgw1@verizon.net>
Sent: Tuesday, March 31, 2020 9:30 AM
To: NJTAPublicComments
Subject: Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear Sir,

Does it matter what we say. The machine in NJ could care less. I've never heard of any cuts to the BIG salaries in the Highway Administration. Always just raise the tolls so the machine can get fatter. How about you raise the tolls until your project is funded (because that's the reason for the increase) and then you lower the tolls back. HAHHAHAHA. Imagine that happening.

Sal
Brick

Collins, Cheryl

From: Nancy <nreillycan@aol.com>
Sent: Tuesday, March 31, 2020 9:18 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Stop the hearings until people are able to protest!

Nancy Candusso
311 Park Ave
Leonia NJ

Sent from my iPhone

Collins, Cheryl

From: gdvhio@gmail.com
Sent: Tuesday, March 31, 2020 8:18 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

This is not a time to introduce toll hikes when our nation is in midst of a pandemic. Allow the people an opportunity to argue this in person when this horrendous virus has calmed down Sent from my iPhone

Collins, Cheryl

From: SUSAN MEIER <whispersib@aol.com>
Sent: Tuesday, March 31, 2020 8:07 AM
To: NJTAPublicComments
Subject: Toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Shame, shame, shame on you! The amount of a toll hike is outrageous and to do so in the midst of a pandemic makes the insult to the taxpayers even more bold!

Susan M

Sent from my iPhone

Collins, Cheryl

From: Ramona Bruno <ramona.bruno@foxroach.com>
Sent: Tuesday, March 31, 2020 7:57 AM
To: NJTAPublicComments
Subject: Proposed Toll Hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom it May Concern,

With the Global pandemic going on, it is Absolutely NOT the time to railroad these hikes into effect with the public having very little knowledge of the matter or the hearings going on, nevermind not being able to participate in and be present at the hearings.

--

Ramona Bruno
Seaside Park, NJ

Warning: email is neither secure nor confidential. If you receive an email from anyone concerning any real estate transaction requesting that you wire funds anywhere or that you provide nonpublic personal information (such as credit or debit card numbers, or bank account or bank routing numbers) by unsecured return email, do not respond to the message and immediately call your real estate agent, mortgage consultant, settlement coordinator or other trusted contact.

Collins, Cheryl

From: kdortley <kdortley@yahoo.com>
Sent: Tuesday, March 31, 2020 6:48 AM
To: NJTAPublicComments
Subject: Stop these toll hikes!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Please stop this voting of toll hikes. We cannot come to your meetings to voice our opinions. And NJ conveniently wants to stick it to the people again, in a time of crisis. True and so typical of the political world of NJ.
Why don't you put this on the news and let NJ know what is going on@

Sent from my Verizon, Samsung Galaxy smartphone

Collins, Cheryl

From: Ben Vitale <benvitale@gmail.com>
Sent: Monday, March 30, 2020 10:46 PM
To: NJTAPublicComments
Subject: Cashless tolling on Garden State Parkway

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hi-

I am a NJ resident, and user of the Garden State Parkway. Thanks for soliciting public comment and for you leadership of transportation in our State.

I write to express **opposition** to plans for **cashless tolling on Garden State Parkway**.

The privacy concerns are severe. How do I opt out of this system? It would be theoretically possible for you to commit to privacy best practices, but in the current environment of privacy regimes in our country, it seems almost impossible. If you hire the right engineers, you could design a system that was anonymous, and didn't retain data about the whereabouts of vehicles, while still collecting payment. If you do that, I'd support cashless tolling wholeheartedly.

Another concern I have is that these systems are often administered by private companies. Ideally, while the system can be built by a third party, no commercial entity should have access to the data after it is built. The data should stay in New Jersey, and not be connected to networks besides those operated by the State.

I imagine that my concerns -- essentially, that the new system focus on its intended purpose only, and deliberately avoid any decrease in privacy compared to the status quo -- seem ludicrous to you. And that is why I instead have a simpler request: simply avoid cashless tolling altogether.

Thanks
-Ben Vitale
South Orange, NJ

Collins, Cheryl

From: J JIH <jus168jih@gmail.com>
Sent: Monday, March 30, 2020 10:44 PM
To: NJTAPublicComments
Subject: Comments about the capital plan and the proposed changes to the toll schedule

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern:

Proposing the same tolls per motorcycle as per car is too costly. Please introduce a motorcycle discount plan through E-ZPass NJ, NY, and Pennsylvania, modeled after "Thruway Motorcycle Discount Plan" through E-ZPass NY per <https://www.e-zpassny.com/en/about/plans.shtml> :

"Thruway Motorcycle Discount Plan***: Proof of motorcycle registration is required to receive special motorcycle tag. Motorcycles will be charged 50% of the cash toll rate. Cannot be combined with commuter plans. Plan Code: (MTRC)"

One dollar per month to maintain an account from E-ZPass NJ should better be abolished. Please see also https://en.wikipedia.org/wiki/E-ZPass#Fees_and_discounts_by_state :

"The Triborough Bridge and Tunnel Authority (TBTA) in New York City once imposed a monthly account fee starting on July 1, 2005, claiming to defray the administrative costs.^[60] However, New York State Assembly Bill A06859A in 2005 and 2006 and Senate Bill S6331 in 2006 both considered such a fee threatening the efficiency to move traffic faster with lower tolls and sought to ban it.^[61] When the New York State Law started to ban the monthly account fee,^[62] the TBTA repealed it on June 1, 2006, and those, especially New Jerseyans, seeking New York accounts and avoiding the monthly fee still imposed by New Jersey and Port Authority, would have to apply for the TBTA or the New York State Thruway accounts at an E-ZPass New York Service Center."

Thus one dollar per month to maintain an account from E-ZPass NY TBTA lasted for only 11 months as unpopular.

Very truly yours,

Mr. Justin JIH
NY

Collins, Cheryl

From: Bill <major0423@aol.com>
Sent: Monday, March 30, 2020 9:35 PM
To: NJTAPublicComments
Subject: Toll increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom it may Concern:

The index of toll increases with some yet to be determined index is unacceptable! Though voicing displeasure is an effort in futility since having this discussion during a pandemic is one of the more outrageous things that is taking place.

William Deegan
Milltown New Jersey

Sent from my iPhone

Collins, Cheryl

From: Schurkey <ss@hbassociates.us>
Sent: Monday, March 30, 2020 6:46 PM
To: NJTAPublicComments
Subject: Toll increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Toll roads should be outright illegal. You criminals are scamming the motorists to finance boondoggle projects.

End the War On Cars (and trucks, and motorcycles.) End "Traffic Calming".

Every dime collected by motor vehicle tolls and fuel taxes should directly benefit MOTORISTS not parasite bicyclists or pedestrians.

Schurkey Swanke

Collins, Cheryl

From: Rose Maura Lorre <rosemauralorre@gmail.com>
Sent: Monday, March 30, 2020 3:17 PM
To: NJTAPublicComments
Subject: No NJ Turnpike / Garden State Parkway Expansion!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

The massive expansion project to build 450 miles of new highway in N.J. would be yet another major subsidy to the fossil fuel industry, and would dramatically increase air pollution and climate disrupting green house gases at a time when we urgently need to reduce both.

The 23-mile pipeline project would bring fracked gas from Pennsylvania through New Jersey to New York. The project would require the construction of a new compressor station in Franklin Township, NJ, and create a climate nightmare. Beyond the toxins released into soil and water during construction, the project would degrade air quality, harm marine life, and impact over 41 acres of wetland in New Jersey.

I would prefer to put an end to the unnecessary and environmentally destructive pipeline project once and for all. The NJDEP should protect public health, the environment, and the climate for the next fifty years or more by denying this application.

Sincerely,
Rose Lorre
South Orange, NJ
rosemauralorre@gmail.com

Collins, Cheryl

From: Alex Rodriguez <adr5@columbia.edu>
Sent: Monday, March 30, 2020 11:12 AM
To: NJTAPublicComments
Subject: toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hi,

I am writing to voice my concerns with the planned toll hikes. At a time when the economy is suffering you should not be raising tolls by alarming rates. A trip the full length of the GSP will gove up by over 100%! That is just plain ridiculous. Even the numbers you are publishing of 27% & 36% are too high. We all know that tolls are a very inefficient way to raise revenue as a large percentage of the money raised goes to toll collection. At a time when you should be moving away from tolls to a more efficient way to fund highway projects you are perpetuating the most inefficient way to do it. What you should be doing is raising the gas tax. Now that gas is a very low prices, raising the tax at the pump would raise the money needed to maintain our roads. The gas tax system is already in place and has a VERY low collection cost. Rethink this very inefficient plan.

Alex

- - - - -
- - - - -
() / ()

Collins, Cheryl

From: michael alape <mtalape@yahoo.com>
Sent: Saturday, March 28, 2020 7:33 PM
To: NJTAPublicComments
Subject: TOLL INCREASES

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I DISAGREE AND MY WIFE DISAGREE WITH THE PROPOSED INCREASES.

MICHAEL ALAPE
AIDA ALAPE

Collins, Cheryl

From: Patrick McShane <patrickmcshane@protonmail.com>
Sent: Saturday, March 28, 2020 2:48 PM
To: NJTAPublicComments
Subject: No increase

Follow Up Flag: Follow up4
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I oppose any increase to toll prices. The Parkway should be free, as was the original intent, as the construction bonds are long paid off, but spendthrift projects conveniently keep the debt addiction going so the motorist gets bilked.

It is no secret that a huge portion of tolls is used to pay for the collection of tolls. This is a bad joke, and shows the injustice and avarice of the scheme. This constant remains for the new proposed increases, with expenses for "automated toll collection" as if there was something wrong with the current methods? I fail to see how further expenditure by debt is necessary.

Of course there is promised expansion, adding more lanes. Anyone that knows anything about traffic knows that this accomplishes exactly nothing (except keep the government/construction complex greased). It is called induced demand.

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

This is all extra hilarious as municipalities are squandering taxpayer money to inconvenience motorists with the Vision Zero car-eradication plan. The toll roads are trying to achieve the opposite, to create more opportunity for fuel consumption, vehicular collisions, and congestion. Why are these entities spending our money for conflicting goals?

The worst part is the clearly underhanded way that this is being sneaked through when most citizens are essentially forbidden from leaving their homes to counter the proposal. It shows a distinct awareness that this is not popular or in the public's interest, but that nefarious forces wish to profit from it in spite of knowing this.

Oppose toll increases of any kind. Decrease and eliminate tolls.

Sincerely,
Patrick McShane

Collins, Cheryl

From: Ron Newman <ronnewman1945@gmail.com>
Sent: Saturday, March 28, 2020 2:09 PM
To: NJTAPublicComments
Subject: On toll increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Shame on you! Taxpayers built these roads and with good toll management we should all be millionaires by now. With even ONE visionary change the entire world economy can shift:

Pave all the roads with solar tiles and not only could hybrid vehicles self charge as they drive but there'd be enough power for all surrounding localities (if not then tile all parking lots, sidewalks and roofs).

Worried the tiles would wear? Use existing technology to mag-lev all vehicles so they float silently just above the pavement.

Why can't you do something constructive for a change instead of soaking us more and more with your greed and tired old ideas? Get with the program folks this is a whole new world we're living in!

As for myself if you can't make a better motorist world I will stop traveling your toll roads in protest and encourage others to do the same. Have a nice day!

Collins, Cheryl

From: Mark Lovett <MarkJlovett@live.com>
Sent: Saturday, March 28, 2020 10:21 AM
To: NJTAPublicComments
Subject: Postpone the fare hike meeting

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

Toll operators cant even collect tolls properly. Citizens, taxpayers and the public cannot fully engage in a democratic manner to comment, participate or be involved in a proposed road project that will dole out nearly half a billion dollars to something that will seriously affect their community. The fare hike meeting needs to be cancelled and postponed.. We are in a pandemic here in New Jersey, a crisis that has escalated and worsened with daily reports of sickness and death in Atlantic County, New Jersey and across the nation and world. Workers and families are worried and terrified about their loss of paychecks, their inability to pay their mortgages and bills and threats to their security and safety.. Industries across the state are totally shut down. Public money needs to seriously scrutinized and be conserved in a resourceful manner under this crisis. To have a public meeting to approve this huge multi million dollar road project at this time is foolish and unwise as it is insulting. It betrays the public trust and the values and the principles of good government our state stands for. State agencies and boards need to express deference, humbleness and respect as fellow citizens are struggling with genuine threats of life and death hovering over them.

Sincerely,

Mark Lovett

Collins, Cheryl

From: William Beans <billb@mboengineering.com>
Sent: Friday, March 27, 2020 11:06 AM
To: NJTAPublicComments
Subject: The New Jersey Turnpike Authority (NJTA) has proposed a new capital program and toll adjustment

Follow Up Flag: Follow up
Flag Status: Completed

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No way
Do not allow NJTA to raise tolls.

--
William Beans
Program Manager, MBO Engineering
163 US Route 130 N, Bordentown, NJ, 08505
609-610-6170

Collins, Cheryl

From: amerled2 <amerled2@protonmail.com>
Sent: Friday, March 27, 2020 8:55 AM
To: NJTAPublicComments
Subject: Highway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I urge you to stop another massive expansion project that would be yet another major subsidy to the fossil fuel industry in NJ, and would dramatically increase air pollution. There should be no more highway expansions during a pandemic, this is totally unnecessary! This is a psychopathic project of Williams/Transco as another pipeline will further the climate chaos that the fossil fuel industry has already unleashed and will accelerate the increased likelihood of human extinction. Greed is annihilation and shows the disregard for the consequences of their actions on the life and health of the planet. The NJ Turnpike Authorities' highway expansion is violating the COVID-19 State of Emergency!

Thank you,
A. Kelly

Collins, Cheryl

From: Kimi Wei <kimiwei00@gmail.com>
Sent: Thursday, March 26, 2020 12:30 PM
To: NJTAPublicComments
Cc: Jorge Ivan Gomez Wei; Luis Ariel; Matthew Smith
Subject: Public meetings

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

The NJ Tpk Authority must be stopped. It's wrong and possibly criminal to hold public meetings in violation of @GovMurphy and federal government's mtg prohibition rules during the coronavirus outbreak to fast-track approval for raising NJ tolls. The intention is clearly to raise tolls on both highways an average of 30% to pay for 20 yrs of construction to improve access to new Meadowlands American Dream Mall and other highway expansions that are probably also intended to improve commerce.

The need to build out light rail & public transit infrastructure is being ignored.

Also, both construction and the additional highway traffic that it will make possible, will have a sizable negative impact on the air quality in New Jersey's urban hubs through which the highways are routed. Already in these communities, 25% of residents suffer from asthma and both adults and children living in these communities die of asthma linked to poor air quality.

We need improved and increased public transit options to serve our communities and less vehicular traffic. Tolls should not be raised – they're high already. Vehicular traffic should not be increased on our state's highways. There's quite enough of it already.

Kimi Wei
13-08B Sperber Road, Fair Lawn NJ
862-203-8814

Collins, Cheryl

From: deSante, Denise
Sent: Thursday, March 26, 2020 9:50 AM
To: NJTAPublicComments
Subject: FW: My_Public_Comments__March_2020__Proposed__Toll_Increases

Follow Up Flag: Follow up
Flag Status: Completed

Denise deSante
Customer Service Manager
New Jersey Turnpike Authority
732-750-5300 ext. 8754 Fax: 732-750-5352
desante@njta.com

-----Original Message-----

From: Robert Takash [mailto:info@edisongreenways.org]
Sent: Friday, March 20, 2020 4:55 PM
To: NJ Turnpike Authority <info@njta.com>
Subject: My_Public_Comments__March_2020__Proposed__Toll_Increases

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear Executives:

The 2020 Proposed NJ Turnpike Authority "Toll Increases" for capital projects and capacity enhancements are being reviewed in the decision process.

Here are my "Comments" as expressed both as a long-time New Jersey resident, an "E-Z Pass" user and automobile traveler on these tow toll roads, i.e. "NJ Turnpike" and "Garden State Parkway".

Do not keep "gouging" our taxpaying "wallets"! You can pursue other revenue sources to reduce these "inflationary" monetary proposed increases at this time. There are Federal resources for these type of improvement. Also, grants and partnership funding can be pursued in a collaborative fashion.

What about offsetting some small budgetary cuts and allocations across the board for government departments in a phased time span?

There should be tolerable indexing of dollar allocations over a period of years in a non-inflationary percentage of funding to not "clobber" all of us NJ residents and user, plus the business users and out-of-area users.

The bus industry, trades organizations and construction entities should not get a one-sided "benefit" here, as it is a "two-way" route, literally and figuratively! Their "Reps" cry out for jobs, but silent on dollar sourcing beyond their "coffers"!

Are "Advertisers" (such as Billboard representatives) kicking-in their fair share?

Your decision making should and economic analysis should exhaust every "avenue" of funding, and avoid these endless big toll hikes!

Finally, be transparent in publicizing ALL relative opportunities explored and the trade-offs in reaching reasonable financial decisions.

If this falls on "deaf ears" and no acknowledgements are forthcoming, then, beware of the consequences. And, if this monstrous increase goes in unobstructed, then, a forensic audit will follow.

Submitted this 20th day of March, 2020

Robert Takash
27 Park Way, Edison, NJ 08817

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Collins, Cheryl

From: Ken Dolsky <kdolsky@optonline.net>
Sent: Wednesday, March 25, 2020 3:49 PM
To: NJTAPublicComments
Subject: Opposition to NJ Turnpike/Garden State Parkway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I strongly oppose the NJ Turnpike's plan to widen these roads as being the exact opposite of every strategy NJ is executing and needs to deploy to protect our residents, our environment and our economy.

- It wastes \$5B in taxpayer money that could be used for necessary projects like the Gateway tunnel.
- It increases greenhouse gas levels while the Governor, legislature, DEP and BPU are promising to reduce them and working on associated plans. NJ is already going to have tremendous difficulty cutting greenhouse gases to meet its insufficient 80% cut by 2050, This will make it even harder.
- It increases the risks to health and safety of our citizens, causing and exacerbating more diseases and increasing health care costs.
- It increases traffic loads and vehicle emissions while the Energy Master Plan is telling us we need to reduce vehicle emissions.
- It will cut through environmentally sensitive farm fields, promote sprawl, increase traffic, and destroy neighborhoods.
- It will cause more air pollution in the EJ Communities along the parkway (Hillside, Irvington, and East Orange).
- It will not reduce traffic. Study after study has shown that widening roads only leads to more cars, not less travel times.
- It violates all expert recommendations to increase mass transit options instead of increasing road capacities. Transportation money should be spent on New Jersey Transit so it can provide good service and extend its coverage, thus taking more vehicles off the road and reducing traffic in an economical and environmentally sound manner.

It also violates good government practices by jamming this through during a public health crisis which diminishes the volume of negative public input the Turnpike Authority knows it deserves.

This is simply a great example of the worst government practices and we hold Governor Murphy just as responsible for this bad government as the Turnpike Authority. It is also another in a long string of hypocrisies by Governor Murphy who stated that climate change is an existential threat and then supports more gas power plants, logging our public forests and increasing traffic emissions in EJ communities.

This is bad, stupid government, and given all the money involved clearly has the distinct aroma of the Governor and the Turnpike Authority paying off big political supporters.

Ken Dolsky
Parsippany, NJ
Organizer, **Don't Gas the Meadowlands Coalition**, <http://nومهadowlandspowerplant.com>

"When the debate is lost, slander becomes the tool of the losers." - Socrates

Collins, Cheryl

From: Esther Barcun <ebarcun@gmail.com>
Sent: Wednesday, March 25, 2020 2:51 PM
To: NJTAPublicComments
Subject: Widening of turnpike

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I am very much against the widening of the Turnpike and increasing tolls. In another era when we didn't know the environmental costs of car and truck traffic this might be a worthwhile project. However, this is a time when we should be investing in public transit like trains and buses with non carbon producing engines. MANY OF THEM! Or perhaps monorails. You are squandering public money on obsolete and environmentally hazardous infrastructure. I SAY NO!
Esther Barcun, Edison NJ Sent from my iPad

Collins, Cheryl

From: velma coontz <velmacoontz@gmail.com>
Sent: Wednesday, March 25, 2020 11:02 AM
To: NJTAPublicComments

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To:
Executive Director
New Jersey Turnpike Authority
Regarding this article about raising toll prices:

https://nj1015.com/nj-had-toll-hike-hearings-during-pandemic-no-opponent-showed-up-to-speak/?trackback=fbshare_mobile

I drove through NJ from SC to NH in 2015. I will never drive through NJ again if I can avoid it. That means I won't be buying gas in NJ, shopping for snacks or other items in NJ, eating at restaurants in NJ, or staying at hotels in NJ.

The tolls cost me about \$50!

I tell everyone I know who is traveling the area to avoid NJ because of the excessive tolls. If people I speak to are frequent travelers in the area they say, "I know! I always avoid NJ!"

In my opinion, you should re-think your toll road fees.

Sincerely,
Ms Velma Coontz

Collins, Cheryl

From: Charlie Taps <charlienunzio@gmail.com>
Sent: Wednesday, March 25, 2020 11:00 AM
To: NJTAPublicComments
Subject: Comment for Authority public meetings

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Put all public meetings on hold until the Public has an opportunity to attend. It is unfair to consider a toll hike and massive expansion projects without Public input.

Charles Nunzio
Lincoln Park, NJ 07035

Collins, Cheryl

From: jgoyetteop <jgoyetteop@yahoo.com>
Sent: Wednesday, March 25, 2020 7:06 AM
To: NJTAPublicComments
Subject: Please do not take a tion

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Do not expand the NJ Parkway/Turnpike expansion.
It would only increase pollution in the Grden state.

Sent from my Verizon, Samsung Galaxy smartphone

Collins, Cheryl

From: Joseph Basralian <jbbasralian@gmail.com>
Sent: Tuesday, March 24, 2020 7:24 PM
To: NJTAPublicComments
Subject: Public Comment - NJTA -- SHAME

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I am disgusted to see NJTA pushing for a massive capital expansion during a statewide pandemic emergency during which hundreds of New Jerseyans are dying horrific deaths and the Governor has ordered people to stay home. SHAME! Where is your humanity? Where is your propriety? SHAME ON YOU! You disgrace the people of New Jersey. You disgrace yourselves. EACH OF YOU INVOLVED IN THIS DISGRACE FORFEIT ANY TENUOUS ENTITLEMENT YOU EVER HAD TO YOUR POSITION OF POWER. This reflects directly on the Governor too, whom I have supported until this catastrophic breach of faith.

Your actions during the current emergency amounts to a silent coup. It is obviously the only way you feel you can be successful in causing a massive spending increase. The only way you can sneak an additional 1,000 acres of concrete for pollution-belching cars. The only way you can cheat billions of dollars out of hard-pressed working people -- even while NJ Transit has just stated its desperation for over a billion dollars in emergency funding. The only way you can hope to get away with sucking-away funding we need for Gateway, and have been waiting on for 11 YEARS. The only way you can push another generation of climate destruction, another generation with millions of more cars, more energy-wasting sprawl, more health-destroying pollution -- more "Stupid Growth."

NJTA's proposal should be withdrawn immediately. You are setting this state back a generation in the quest for better planning, health, wealth and sustainability.

SHAME ON YOU.

Joe Basralian
24 Fairfax Terrace
Chatham Township, NJ 07928

Collins, Cheryl

From: Jaewoo Lee <jlee1729@hotmail.com>
Sent: Tuesday, March 24, 2020 6:11 PM
To: NJTAPublicComments
Subject: On Turnpike/Parkway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hello,

I am writing this email to demand the suspension of this process. I have three reasons for this:

- 1) It is highly regrettable that this is going forward during COVID-19 crisis. Not enough discussion or media coverage can happen during the current crisis. Due to wide impact of this project on many communities, we need to involve more people, not less.
- 2) While many experts predict economic recession, it is hard to predict the economic impact on both the state government as well as on NJ residents.
- 3) Not enough study has been conducted on the project's environmental impact.

Therefore, I demand to suspend this until we are more ready.

Thank you,
Jaewoo Lee

Collins, Cheryl

From: Maria Eckert <outlook_9EDADE9F349EAE78@outlook.com>
Sent: Tuesday, March 24, 2020 5:18 PM
To: NJTAPublicComments
Subject: Public comments on the proposed NJ Turnpike Authorities' highway expansion project due by April 3rd at 5pm!

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I have lived in NJ all my life. I was a commuter and drive on the parkway.

This massive expansion project would be yet another major subsidy to the fossil fuel industry in NJ, and would dramatically increase air pollution and climate disrupting green house gases at a time when we urgently need to reduce both.

The agency is violating the COVID-19 State of Emergency. When the government deliberately hides behind a virus to keep the public from participating, they are not doing the public's business. You are taking care of special interests at the expense of the people who they are supposed to be working for – the people of New Jersey.

This money would be better spent fixing NJ Transit and expanding rail service to New York. Light rail riders and bus riders should be outraged because this money is going toward building and widening highways instead of improving NJ Transit.

Is this another story like "Motherless Brooklyn"? This is a plan Robert Moses would be proud of. You are taking us back to the 1950's, destroying urban neighborhoods, deliberately targeting Environmental Justice communities, and paving over farm fields to make way for the automobile."

Thank you for your consideration in this matter.
Maria Eckert

Sent from [Mail](#) for Windows 10

Collins, Cheryl

From: Leslie Doyle <lespdoyle@gmail.com>
Sent: Tuesday, March 24, 2020 4:07 PM
To: NJTAPublicComments
Subject: No GSP or Turnpike expansion

Follow Up Flag: Follow up
Flag Status: Completed

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I'm writing to register my opposition to any more expansion of these roadways. There has been a plethora of road projects on these the past few years. We need to stop. New Jersey needs to move away from more fossil fuels encouragement. Additionally, we have more important things to be concerned about with the coronavirus dire situation . We can't be spending money on expansion. fighting this foe will take all our resources, and deplete our treasury.

NO to highway expansion. Thank you.

Sincerely,

Leslie Doyle
Bloomfield, NJ 07003

Collins, Cheryl

From: conchart@aol.com
Sent: Tuesday, March 24, 2020 4:06 PM
To: NJTAPublicComments
Subject: THE TURNPIKE/PARKWAY EXPANSION PROJECT

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

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To Whom It May Concern,

I oppose the projects to expand the NJ Turnpike and Garden State Parkway. I particularly oppose them at this dangerous time of crisis.

This project threatens to greatly increase our air, water, and soil pollution. It is outrageous to consider further endangering our New Jersey citizens, many of whom are already at health risk to further environmental degradation and negative impacts on their quality of life!

I say NO Governor Murphy - stop this project NOW! You have said repeatedly that you want to make NJ carbon free by 2050 - how can this possibly be achieved if you allow this project to proceed.

Liz Ndoye, Hoboken, NJ

Collins, Cheryl

From: Bettina Hempel <bettinahempel@hotmail.com>
Sent: Tuesday, March 24, 2020 4:06 PM
To: NJTAPublicComments
Subject: No NJ Turnpike / Garden State Parkway Expansion please!

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Comment on the proposed NJ Turnpike Authorities' highway expansion project:

This massive expansion project would be yet another major subsidy to the fossil fuel industry in NJ, and would dramatically increase air pollution and climate disrupting green house gases at a time when we urgently need to reduce both. Please invest in better public transport, and clean energy instead!

Sincerely,
Bettina Hempel
300 Frances Street
Teaneck NJ 07666

Collins, Cheryl

From: Elika J Etemad <elika.politics@inkedblade.net>
Sent: Tuesday, March 24, 2020 3:59 PM
To: NJTAPublicComments
Subject: NJ Turnpike / Garden State Parkway Expansion

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Green category

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I'm writing in opposition to using highway tolls to increase the capacity of the NJ Turnpike and GS Parkway. This plan ignores study after study that concludes that increasing the capacity increases the demand for highway transportation, resulting in more congestion in the long term. See overview at <https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/> and one study at <https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616> and further info at <https://www.curbed.com/2020/3/6/21166655/highway-traffic-congestion-induced-demand>

NJTA should be spending tolls on a) maintenance b) safety improvements c) improving public transportation options in NJ d) increasing resilience to climate change and natural disasters. The state of NJ should also be making an effort to improve land-use planning and zoning in support of a less carbon-intensive transportation network.

NJTA should **not** be using tolls to tear down communities and ecosystems to increase highway capacity. This is not a winning formula.

~Elika

Collins, Cheryl

From: NJT Rider Advocates <njtfix@gmail.com>
Sent: Sunday, March 22, 2020 12:12 PM
To: NJTAPublicComments
Subject: Toll-Hike Plan for Turnpike - COMMENTS

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

My name is Ryan Felmet and I am a resident of Summit NJ. **I officially oppose this toll hike plan ESPECIALLY if the funding raised is put towards expansion of NJ highways.** Instead we need to raise funds as fast as possible for our broken down mass transit system. It should be the highest priority in terms of transportation for the state. No stable funding for NJ Transit will lead to economic downturn in this state as it is the lifeblood of New Jersey and the government cannot continue to ignore its inadequate managements and operations.

Comments:

1. Last round NJ wasted \$7 Billion on similar highway expansions while the ARC tunnel was
2. Cancelled and not a single Rail project on NJTransitVision2020 was completed.
3. Instead there were savage cuts to the number of trains (Morris Line lost 22 weekday trains per day), gutting of locomotive engineers,
4. non replacement of rolling stock Railcars which resulted in the endless cancellations, delays and issues.
5. The major cuts to Hoboken service cut off reasonable access to New Jersey destinations as well as the critical
6. Alternate Hoboken to PATH or Ferry route to Midtown Manhattan during the many problems with the Midtown Tunnels.

Unintended Consequences:

The lack of appropriate mass transit governance has led to more driving, and more congestion. Highway expansion is a reactionary approach while rail transit is LEADING approach to travel, especially in a tate like NJ.

By contrast to this huge waste of New Jersey money on yet more highway expansion Virginia's VRE has announced a major public private Rail partnership with CSX to greatly increase both freight Rail and passenger Rail for only \$3.5 Billion instead of \$11 Billion for road widening.

Thank you,
Ryan Felmet
(607)743-9063

Collins, Cheryl

From: Edward Liccardo <eliccardo@hotmail.com>
Sent: Saturday, March 21, 2020 11:45 PM
To: NJTAPublicComments
Subject: Turnpike, Parkway Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

1- Turnpike toll increases are implemented unfairly via a toll structure that should have been revisited years ago

I drove from Bergen County to Edison for many years and the 2012 53% increase was a killer. Tolls on the northern part of the TP from about exit 10 are much higher per mile than on the southern part of the road.

When you just add a percentage increase to the current toll schedule the northern part gets a bigger increase than the southern part.

That's the way percentage increases work. It's the simple way to apply an increase but it's unfair.

The toll structure should instead be reevaluated and the tolls adjusted.

I used to drive 30 miles north and someone I worked with drove 30 miles south and I paid **more than double each way** when we drove the same distance. The last increase was mostly to pay for the widening of the TP from 3 to 6 lanes on the southern section but it was northern tolls that increased the most by far.

I know the TP Turnpike Authority is a quasi-government agency and the TP is a cash cow and the captive drivers are stuck paying.

But today through information technology they have a tremendous amount of data at their fingertips and using that data the increases should be applied fairly. Not doing that is the lazy way to do business. That is expected of government but it must stop.

2- Ezpass and road projects

Ezpass and fewer toll collectors was supposed to save money years ago but it did nothing and now it will be no toll collectors but the tolls still go up.

Ridiculous multi-million dollar projects must stop and the roads should just be maintained. The people using the GSP and TP don't have unlimited money nor alternative roads to use in most cases.

3- Future toll increases based on inflation starting in 2022

This is beyond ridiculous. This must be to keep inflating salaries (of people who don't pay tolls) at the expense of NJ drivers.

-Edward Liccardo

-Oradell, NJ

Collins, Cheryl

From: Miguel Ramirez <brmiguel1980@aol.com>
Sent: Saturday, March 21, 2020 7:05 PM
To: NJTAPublicComments
Subject: Public Comment Period

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear Turnpike Authority,

My public comment has to do with the fact that it has been reported all through media that the public hearings held recently were not insensitive to the fact that the public was being asked to limit travel, gatherings and public venues like malls and restaurants, while hearings were seemingly pushed through. It gives a strong appearance of forcing the public to accept decisions made by the turnpke when in actuality the public was being instructed to avoid public gatherings. There is an air of arrogant determination to get these tolls raised no matter what. The economy will undoubtedly be adversely affected for months to come and to push through toll hikes on the public at this time is unacceptable. We are strongly opposed to any discussion of toll hikes at this time when much of the nation is on lockdown and deeply concerned about family and personal finances. Do the right and decent thing and hold off on any toll hikes and hearings until we even get a sense of what lays ahead. Be aware that traffic will already drop considerably in teh next few months and raising tolls now will force even more drivers onto Routes 1, 130, and 295.

Miguel Ramirez
Passaic, NJ

Collins, Cheryl

From: Miguel Ramirez <brmiguel1980@aol.com>
Sent: Friday, March 20, 2020 3:20 PM
To: NJTAPublicComments
Subject: Toll Adjustment hearings

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Thank you for having the hearings posted on line. All the people who spoke at the hearings were labor leaders and people who have invested interests in the tolls generated by the turnpike. All spoke of the desire for jobs for the workers and unions but no one spoke on behalf of the drivers of the turnpike and the average person who has to pay tolls. The northeast corridor has the most concentration and highest tolls in the nation. High taxes and unreasonable tolls are driving people away from the state. It is time for New York and NJ to stop funding and diverting money from tolls to other state needs. MTA and Port Authority are among the most outrageous toll rate abusers in the nation who like the NJ turnpike, turn to tolls to finance their existence. It is time that the state of NJ take responsibility for the operation of the turnpike and utilize the money from gas taxes and auto registrations for the roads as intended.

Miguel Ramirez
Passaic NJ 07055

Collins, Cheryl

From: Burns, Lisa
Sent: Friday, March 20, 2020 9:43 AM
To: NJTAPublicComments
Subject: Emailing: Eileen Wolff Reconsider Toll Increase Letter
Attachments: Eileen Wolff Reconsider Toll Increase Letter.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Your message is ready to be sent with the following file or link attachments:

Eileen Wolff Reconsider Toll Increase Letter

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

This e-mail is a private communication, intended only for the use of the named recipient(s), and may contain information that is confidential or privileged. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited. If you have received this message in error, or are not the named recipient, please notify us immediately by contacting the sender at the e-mail address noted above, or by calling the sender at 732-750-5300, and delete and destroy all copies of this message. Thank you.

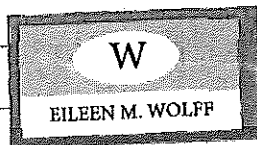
NJ Turnpike Authority
Attn: Exec Director

1 Turnpike Plaza
Woodbridge NJ 07095

This letter is being written to ask you to reconsider the proposed changes to the tolls for the turnpike (36%) + parking (27%). What are you thinking? The percentages are excessive. The new fees will hurt the many people who need to use the roads every day to get to + from work.

With current events creating such chaos the new rates will hurt even more.

Discounts should be used (off hours like 9 AM + 3 PM + 7 AM + 6 AM) plus weekend discounts.



Eileen M. Wolff

202 83rd St
Harrison NJ 07029

203 S. 3rd St

Harrison NJ 07029

Collins, Cheryl

From: deSante, Denise on behalf of NJ Turnpike Authority
Sent: Friday, March 20, 2020 9:08 AM
To: NJTAPublicComments
Subject: FW: Contact Us Form Submitted

Follow Up Flag: Follow up
Flag Status: Completed

From: millerhuddell@yahoo.com [mailto:millerhuddell@yahoo.com]
Sent: Thursday, March 19, 2020 7:55 PM
To: NJ Turnpike Authority <info@njta.com>
Subject: Contact Us Form Submitted

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.



Kerry L Miller has submitted comment or question:
Best way to contact me : **Email** and/or by telephone: **(908) 229-3283**
Email : millerhuddell@yahoo.com

Questions & Comments :
I just heard about the Turnpike Authority's proposed capital plan that will raise tolls significantly. That is not the time to commit to spending a lot of new funds. Hold off until we see if there will be a recession/depression. Turnpike projects are much less critical than other needs the state will face during the current corona virus crisis. Revisit your plans next year.



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Collins, Cheryl

From: peter gartner <peter_gartner@msn.com>
Sent: Thursday, March 19, 2020 3:45 PM
To: NJTAPublicComments
Subject: FAQ

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

What a shock, your FAQ glorify the greatness of the NJTA. Of course, on my end, my costs have risen substantially but there is no talk about that.

Collins, Cheryl

From: peter gartner <peter_gartner@msn.com>
Sent: Thursday, March 19, 2020 3:41 PM
To: NJTAPublicComments
Subject: toll hikes

Follow Up Flag: Follow up
Flag Status: Completed

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Once again, it is the people of this state expected to tighten their belts and do without while the state and its agencies continue on their spending sprees. Holding the hearing last night was disgusting and a slap in the face to all the toll payers who heeded the governor's wishes. It is of no surprise that the construction industry was well aware that they would be welcomed to testify while the people paying the bills were left out again. For Diane Gutierrez-Scaccetti to claim what an economic boon this will be and using a national crisis as a reason to jack up tolls is truly disgusting. What kind of boon is it for there guy who lost his job but gets to pay much more in tolls? What kind of boon is it for the business owner who has to close his doors due to government orders, to pay more in tolls? There is much much more to the economy than public workers and connected construction companies but no one in NJ government ever sees that, the response is always just shut up and pay more. This move was disgusting and you all know it, but simply don't care.

Peter Gartner

Collins, Cheryl

From: Joe Cofone <cofonejoe@gmail.com>
Sent: Thursday, March 19, 2020 10:43 AM
To: NJTAPublicComments
Subject: 36% toll increase

Follow Up Flag: Follow up
Flag Status: Completed

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I don't envy the position you are in. It's a challenge to keep our transportation system up and running safely and efficiently. I believe in user taxes. I also realize the toll increase you propose is a certainty. Though widening the Parkway and Turnpike in certain areas will help, improving affordable mass transit and expanding it to other areas of the state is desperately needed and I would like to see you direct most of the increased funding there. There is some merit to the notion that increased spending will help to stimulate NJ's economy. So, while you are in the process of helping the unions and the construction companies, why not extend the goodwill and help those of us on fixed incomes by providing a discount to senior citizens and low income earners.

Thank you,

Joseph Cofone
Paramus, NJ

Collins, Cheryl

From: Burns, Lisa
Sent: Thursday, March 19, 2020 10:30 AM
To: NJTAPublicComments
Subject: Emailing: Donald Krott, Woodbroy Hts NJ 03 10 20
Attachments: Donald Krott, Woodbroy Hts NJ 03 10 20.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Your message is ready to be sent with the following file or link attachments:

Donald Krott, Woodbroy Hts NJ 03 10 20

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

This e-mail is a private communication, intended only for the use of the named recipient(s), and may contain information that is confidential or privileged. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited. If you have received this message in error, or are not the named recipient, please notify us immediately by contacting the sender at the e-mail address noted above, or by calling the sender at 732-750-5300, and delete and destroy all copies of this message. Thank you.

Executive Director NJ Turnpike

March 10, 2020

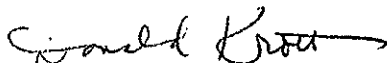
I find the notice of your increase of tolls on the turnpike while everybody has his mind on the coronavirus problem very underhanded. And the short time to hear complaints even more revolting.

It takes the state six months to pass a budget and you allow two weeks of hearings. It smells to the high heavens or low hell.

I have lived between exit two and exit three since 1962. I remember the last time you tried this caper. It was called a waste of money. And it was turned down.

This section of the turnpike is only busy four or five times year , Thanksgiving and Christmas.

I don't know anything about your other projects but you certainly should cancel widening the turnpike between exit one and four.



Donald Krott
212 Ivy Drive
Woodbury Hts NJ
08097

Collins, Cheryl

From: deSante, Denise on behalf of NJ Turnpike Authority
Sent: Thursday, March 19, 2020 10:20 AM
To: NJTAPublicComments
Subject: FW: Contact Us Form Submitted

Follow Up Flag: Follow up
Flag Status: Completed

Wants to be on the record

Denise deSante
Customer Service Manager
New Jersey Turnpike Authority
732-750-5300 ext. 8754 Fax: 732-750-5352
desante@njta.com

From: RPHS76drm@gmail.com [mailto:RPHS76drm@gmail.com]
Sent: Thursday, March 19, 2020 8:25 AM
To: NJ Turnpike Authority <info@njta.com>
Subject: Contact Us Form Submitted

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Jersey Turnpike Authority

Donna Rose-McEntee has submitted comment or question:

Best way to contact me : **Email** and/or by telephone: **(201) 641-3403**

Email : RPHS76drm@gmail.com

Questions & Comments :

I am outraged at the proposal to push through a 36% hike in tolls for the NJ Tpk. This will cripple the economy. This is one of the busiest highways in the nation-transporting goods around the clock. Millions of residents travel the turnpike on a daily basis to get to work. This will kill tourism in the state also. T



/ Jersey Turnpike Authority

ROBBERY and I am opposed to this exorbitant hike. I pay over \$5000 a year in tolls to commute to work. This increase will add another \$1800+! How do you expect people to afford this? Holding a hearing while the country is shut down during a major pandemic and quarantine is criminal! I do not know how anyone with a conscience could even think about raising tolls that much. I am asking that this be put to a public vote and I will be writing to all of my representatives as well as President Trump. I will also be urging my friends and family to do the same. Please register my complaint. Thank you



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Collins, Cheryl

From: Miguel Ramirez <brmiguel1980@aol.com>
Sent: Thursday, March 19, 2020 1:24 AM
To: NJTAPublicComments
Subject: pUBLIC cOMMENTS

Follow Up Flag: Follow up
Flag Status: Completed

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Public Comment:

On the proposed toll increases being considered, we are adamantly against any toll increases along the NJ Turnpike at this time for several reasons. The economic effect on drivers especially during this time of crisis and economic uncertainty is insensitive and unreasonable. Tolls in the Northeast corridor are already excessive and abusive. Plans should move to reduce and eliminate tolls not raise them continuously. We strongly oppose not only these increases but the continued use of tolls on the Turnpike as a source for state revenue.

Miguel Ramirez

Collins, Cheryl

From: Maribely Sanchez <maribelysanchez@yahoo.com>
Sent: Wednesday, March 18, 2020 10:45 PM
To: NJTAPublicComments
Subject: Toll Price Increasing CONCERN from a VERY UPSET NEW JERSEY RESIDENT

Follow Up Flag: Follow up
Flag Status: Completed

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To Whom It May Concern,

It has been brought to my attention that New Jersey Turnpike Authority, as disgusting as this may sound, have the audacity to hold a meeting amid a national crisis about something that is going to largely effect all New Jersey residents. Yet, we couldn't be there to intervene and respond could we? How convenient!

COVID-19 has effected all 50 states across the board leaving people without jobs and struggling to provide not only for themselves, but for their families as well. Already, people to struggle to pay the high toll amounts getting to and from work and increasing the toll, especially at this point in time, will make the struggle that much arduous. This national crisis will continue to effect us New Jersey residents after the fact as we begin to get back on our feet.

Having a meeting where people cannot attend and advised to stay home is dishonorable, and quiet frankly dirty.

Sincerely,
A Very Angry New Jersey Resident
Maribely Sanchez

Sent from my iPhone

Collins, Cheryl

From: oldhazeleyes <oldhazeleyes@aol.com>
Sent: Wednesday, March 18, 2020 9:24 PM
To: NJTAPublicComments
Subject: Toll Hike

Follow Up Flag: Follow up
Flag Status: Completed

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No increases on tolls should be happening during the biggest fall in our economy in most of our lifetimes. This Virus is closing the stock market and you intend to raise tolls?

Our property taxes are through the roof and you wonder why homes are constantly being put on the market and people are exiting the state as fast as possible.

Find your funding elsewhere and have a heart.

Collins, Cheryl

From: Marcy DePula <MDePula@njbja.org> on behalf of Ray Cantor <rcantor@njbja.org>
Sent: Wednesday, March 18, 2020 4:29 PM
To: NJTAPublicComments
Cc: Ray Cantor
Subject: NJBIA Comments on the proposed toll hikes on NJ Turnpike & Parkway
Attachments: NJ Turnpike Authority Testimony.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Dear Mr. Keller:

On behalf of the New Jersey Business & Industry Association, the nation's largest statewide business association whose members provide over 1 million jobs, we would like to offer our attached testimony on the proposed toll hikes on the New Jersey Turnpike and Parkway.

Please feel free to contact me to discuss further.

Thank you,

Ray Cantor | Vice President, Government Affairs
New Jersey Business Industry Association
10 West Lafayette Street
Trenton, NJ 08608-2002
Phone: (609) 858-9514 | Cell: (609) 433-4931 | Fax: (609) 695-9597
rcantor@njbja.org
www.njbja.org



New Jersey Business & Industry Association

Michele N. Sielerka, Esq.
President and CEO

Chrissy Buteas
Chief Government
Affairs Officer

Raymond Cantor
Vice President
Government Affairs

Christopher Emigholz
Vice President
Government Affairs

Nicole Sandeller
Director Economic
Policy Research

March 18, 2020

John M. Keller, Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ 07095

Dear Mr. Keller:

On behalf of the New Jersey Business & Industry Association, the nation's largest statewide business association whose members provide over 1 million jobs, we would like to offer our testimony on the proposed toll hikes on the New Jersey Turnpike and Parkway.

First, NJBIA is disappointed that these public hearings have not been postponed given the serious nature of the coronavirus pandemic and the need to maintain social distancing. Governor Phil Murphy has banned gatherings of over 50 people in order to ensure public health protocols are maintained. There is nothing so urgent in this toll increase that it supersedes public health and the right of the people to be present and testify on such an important issue. Given the economic uncertainty caused by this viral pandemic, we also suggest you delay any decisions until after the outbreak is resolved so that the impact of the proposal may be fully evaluated in what may be a new economic world.

We also note the Turnpike Authority's Strategic Plan for 2020-2029 was not released until late afternoon the day before the first scheduled hearing. We appreciate that the comment period has been extended and we reserve the right to submit additional comments based on our review of the Strategic Plan.

NJBIA supports continued upgrades and maintenance of our transportation infrastructure and we believe that tolls, as user fees, are the appropriate means by which infrastructure projects should be funded. Therefore, we are in general support of the New Jersey Turnpike and Parkway's proposal to increase tolls in a manner necessary to support critical infrastructure projects on both toll roads, provided toll revenues are not diverted for other purposes.

We have, so to speak, been down this road before. We are all too acutely aware of past abuses by the toll roads and by State government, in multiple administrations, where monies raised are not always spent prudently and appropriately or, even worse, misappropriated and spent in areas unrelated to the reason to raise tolls.

We are also aware that there are significant infrastructure and operational needs for NJ TRANSIT, which has been using Turnpike toll road monies to help support its capital and operational programs. While this diversion of monies may be appropriate given NJ TRANSIT's crucial role in taking cars off our roads, bridges, and tunnels, we cannot ignore the fact that funding streams have been intertwined.

For too many decades, we have seen funds diverted for other projects, or into the General Fund. We have seen roads "sold" to the Turnpike Authority so toll or bond monies could support State spending. We are aware that bond monies at times have been imprudently used for short-term projects or operational costs, there have been too many inefficiencies, and there is a better need for the implementation of "best practices."

We are also aware of the need to address funding for our non-toll road transportation network, given that the Transportation Trust Fund dedication will need to be reauthorized and the push toward electric vehicles will diminish the gas tax as a reliable and fair funding source. We are also very much aware of the need for tens of billions of dollars to improve our water infrastructure over the next couple of decades, monies which will likely be raised from many of the same people paying for this toll increase.

Before we move forward with another toll increase, we need to step back and look at all of our infrastructure needs holistically and comprehensively. We need a plan that sees the linkages between all these systems, prioritizes needs, recognizes the cumulative impacts on rate and toll payers, and ensures that all monies are spent prudently, wisely and efficiently.

We are calling on State government and our toll road agencies to "fix-it-first" before tolls are raised again. A "fix-it-first" policy will consist of a comprehensive capital plan for the entire state, a prioritization of funding, ensure best practices are in place, and that our tax, rate, and toll monies are spent in the best interests of our citizens.

In conclusion, while we are supportive of a toll increase on both the New Jersey Turnpike and the Parkway to meet their critical infrastructure needs, we ask the State and the Authority to "fix-it-first" by creating a comprehensive infrastructure improvement and spending plan for the State that prioritizes needs, recognizes cumulative costs, and ensures that our citizens' monies are spent appropriately. Above all, no hearings or decisions should be made related to these proposed toll hikes until such time as the coronavirus pandemic and the surrounding economic uncertainty has passed so that the public can fully participate in this process.

Thank you,

A handwritten signature in black ink, appearing to read "Ray Cantor", with a long horizontal line extending to the right.

Ray Cantor
Vice President, Government Affairs

Collins, Cheryl

From: Stephanie L. Natera <slnatera@gmail.com>
Sent: Wednesday, March 18, 2020 3:35 PM
To: NJTAPublicComments
Subject: Comments for Public Hearing

Follow Up Flag: Follow up
Flag Status: Completed

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Good Afternoon,

I write to you as a very concerned citizen and a commuter in the state of NJ. My daily commute (M-F) is from exit 4 to exit 16W (and back) which is \$9.70 each way. Therefore I am paying \$19.40 each day, totaling \$97 a week, and \$5,044 per year. I have been doing this commute for over 2 years which means I have invested over \$10,088 into the NJ Turnpike Authority and that does not include any leisure driving on the turnpike.

To think that my commuting cost will increase without calculating the cost of gas, wear & tear, and overall car maintenance is alarming. Driving daily on the turnpike I recognize that there are projects that are ongoing and have been occurring for some time, but that does not have to be yet another burden on a day to day commuter like myself.

As a resident of NJ that drives over 4 hours a day to and from work, I suggest that if new toll increases are being implemented that there are programs available to every-day commuters like myself. As of now, none of the current EZ Pass discounts apply to me and I know that many like myself would greatly appreciate some assistance in this department.

Would it be possible to have a program as outlined below that is currently used with the Delaware Bridge? As stated above, I complete 40 trips each month at a minimum when not including other leisure drives on the turnpike.

Delaware River Joint Toll Bridge Commission Discount Plan (DRJTBC)

Tag Specific with no sign-up required provides a 40% discount on *E-ZPass* trips based on a tag on the account completing 16 trips in the calendar month. The discount is credited to your account each month for trips taken the previous month. The plan is tag specific and only applies to Class 1 vehicles.

If you would like to communicate with my further I am available via phone at 862-668-9649 or SLNatera@gmail.com. I wanted to attend the meetings today, but have otherwise been dissuaded by the Governor's adherence to the social distancing recommendations.

--
Stephanie L. Natera, MSW, LSW

Collins, Cheryl

From: Cynthia Signore <csignore@pdrnj.com>
Sent: Wednesday, March 18, 2020 3:23 PM
To: NJTAPublicComments
Subject: Proposed rate hike

Follow Up Flag: Follow up
Flag Status: Completed

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To whom it may concern:

I understand that the cost of product and the cost of labor is extremely high in the Garden State, however, the Turnpike Authority wants more of my money to pay for "cashless toll lanes" will this net save money as you do not have to pay toll workers or provide benefits.? Why should I foot the bill for autonomous vehicles?? As far as repairs to roads and bridges really the road is a mess pot holes all over and no matter how much money is collected projects go on for years and years with little improvement. I travel the Parkway every day between Toms Rive and Edison for my job, the roads are terrible and who ever designed some of the entrances and exits must have thought "lets see how much confusion we can make by having the entrance and exit lanes all be in the same spot.

I think is a abomination that you would consider such a large increase which will make travel unaffordable for the daily commuter. But than I guess the Unions need the money as does management.

Cynthia Signore

Collins, Cheryl

From: Connors, Sen. D.O. <SenConnors@njleg.org>
Sent: Wednesday, March 18, 2020 2:05 PM
To: 'Vanessa.holman@dot.nj.gov'; Burns, Lisa; Taylor, Shawn; NJTAPublicComments; 'Denise.Peck@dot.nj.gov'
Subject: Opposition to Proposed Toll Hikes
Attachments: Gutierrez-Scaccetti-Keller-TollHikes.pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Dear Commissioner Gutierrez-Scaccetti and Executive Director Keller:

Please see the attached correspondence from Senator Christopher J. Connors, Assemblyman Brian E. Rumpf and Assemblywoman DiAnne C. Gove in opposition to the proposed toll hikes being considered by the New Jersey Turnpike Authority.

As you will note, the Legislative Delegation requests their correspondence be entered into the official record of public testimony.

Regards,

Jason Smith

Jason Smith, Chief of Staff
Senator Christopher J. Connors
Assemblyman Brian E. Rumpf
Assemblywoman DiAnne C. Gove
9th District Legislative Delegation
(609) 693-6700
jsmith@njleg.org
<http://district9.senatenj.com/>
<https://www.facebook.com/9thDistrictNJ>



STATE OF NEW JERSEY

CHRISTOPHER J. CONNORS
SENATOR – 9TH DISTRICT
SenConnors@njleg.org

9TH DISTRICT LEGISLATIVE OFFICES
620 WEST LACEY ROAD
FORKED RIVER, NJ 08731

OCEAN & BURLINGTON COUNTY:
(609) 693-6700 OR (732) 240-0266

ATLANTIC COUNTY:
(609) 407-4099

WEBSITE: [HTTP://DISTRICT9.SENATENJ.COM](http://DISTRICT9.SENATENJ.COM)

BRIAN E. RUMPF
ASSEMBLYMAN – 9TH DISTRICT
ASM.RUMPF@NJLEG.ORG

DIANNE C. GOVE
ASSEMBLYWOMAN – 9TH DISTRICT
AswGove@njleg.org

March 18, 2020

Honorable Dianne Gutierrez-Scaccetti
Commissioner
NJ Dept. of Transportation
PO Box 60
Trenton, NJ 08625

John M. Keller, Executive Director
NJ Turnpike Authority
PO Box 5042
Woodbridge, NJ 07095

RE: *Opposition to Proposed Toll Hikes*

***Transmitted via e-mail

Dear Commissioner Gutierrez-Scaccetti & Executive Director Keller:

This is to convey our Delegation's vehement and unalterable opposition to the proposed toll hikes being considered by the New Jersey Turnpike Authority for the Garden State Parkway and New Jersey Turnpike. In representing the interests of our constituents, we request this correspondence be entered into the official record of public testimony.

New Jersey, along with the rest of the nation, is bracing for the potential of severe economic hardships for its residents and businesses due to the coronavirus. For many, this is already the standing reality.

Future increases for the cost of commuting and doing business through the imposition of toll hikes will have a chilling effect and likely exacerbate an already precarious economic situation. Consumers will have less disposable income to infuse into the economy, let alone to pay their bills. Businesses will have less financial resources necessary to stabilize their operations.

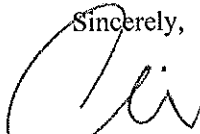
Just as with the toll hikes imposed during the Corzine Administration, our constituency stands to be disparately impacted as the Parkway serves as the only viable means of North-South travel. Route 9 is antiquated in too many areas due to needed infrastructure improvements that have gone unaddressed by the state. Conveniently for the state, this has had the effect of pushing commuters onto the Parkway where they pay tolls on a consistent basis for even routine trips.

In short, too many commuters and taxpayers simply cannot afford to pay increased tolls, irrespective of any justification the Authority offers for requesting additional toll revenue. Too much is at stake to impose yet another increase in the cost of living and doing business in New Jersey when, in fact, the state should be intensely focused on alleviating financial hardships.

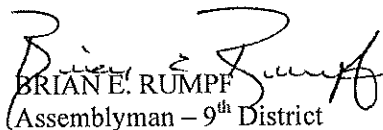
Commissioner Gutierrez-Scaccetti & Executive Director Keller
March 18, 2020
Page 2

In view of the substantial challenges our state and nation face, quite possibly for a considerable period of time, the Authority should immediately shelve its plans to increase tolls on the Garden State Parkway and New Jersey Turnpike.


Sincerely,



CHRISTOPHER J. CONNORS
Senator – 9th District



BRIAN E. RUMPF
Assemblyman – 9th District



DEANNE C. GOVE
Assemblywoman – 9th District

CJC/BER/DCG: js

Collins, Cheryl

From: Narayan Krishnamurthy <narayan08520@gmail.com>
Sent: Wednesday, March 18, 2020 2:05 PM
To: NJTAPublicComments
Subject: Proposed NJTP toll hike.

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

It is with concern I have to write to the NJTP board of directors to voice my deep opposition to the proposed toll hike of 36%!! I am one of the many drivers who have no choice but to drive to our places of work since they are not served by public transit. I am also a commuter who lives in Central Jersey and have no free highways to commute on, like the citizens of Northern Jersey do, example, I-78, I-287, I-80 etc. Public transit in NJ is driven towards NYC commuter and as such does NOT serve toll payers who have to drive to other parts of the state for employment.

It is my suspicion that toll money from the NJTP is diverted to other projects which is a criminal misuse. Have any of the offices driven on the turnpike recently?

I have been driving on this roadway for 18 years now, between exit 8 and the Northern terminus, and I have had to endure countless flats and tire and wheel damage because of the road condition.

Also why are buses being subsidized on the backs of commuters who have no choice but to drive alone?

These are my suggestions:

1- Levy some sort of tolls on the interstates 78, 80 or 287 and divert those funds to the NJTP!

2- Create a Park and ride scheme near the major intersections like exit 11 of the turnpike to facilitate carpools. It should be an easy entrance - exit kind of deal and approachable from both North and South. You can charge people to use it and that is additional revenue for the NJTP. Currently the Cheesequake park and ride area on the GSP is 6 miles from the intersection of exit 11 and it is a long detour.

The Metropark park and ride is mostly used by Metropark rail commuters and the park and ride off exit 12 in Carteret has been appropriated by the town of Carteret for its residents.

Kindly reconsider this toll hike.

Thanks
Narayan Krishnamurthy
1 Thoreau Ct
East Windsor NJ 08520

(609)577-4796

Sent from my iPhone

Collins, Cheryl

From: Carol Schindler <caschindler@hotmail.com>
Sent: Wednesday, March 18, 2020 1:36 PM
To: NJTAPublicComments
Subject: DO NOT Increase tolls

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To Whom this May Concern: Please increase gas tax so EVERYONE gets this burden. It is not fair that only select NJ citizens who drive GSP and NJ Turnpike gets the increase and no one else. Gas tax was touted as helping our infrastructure, now this??? Why is Rt 80, Rt 287, Rt 195 etc not tolled. All for one one for all. Either toll all highways or none. Use gas tax eliminate toll roads is the fair way.

Thank you. Carol Schindler Hoboken tax payer and resident and NJ Turnpike driver

Carol A. Schindler

"Life is not merely to be alive, but to be well." Marcus Valerius Martial

Collins, Cheryl

From: Jackson, Richard E <REJackson@modjeski.com>
Sent: Wednesday, March 18, 2020 12:24 PM
To: NJTAPublicComments
Subject: NJ TURNPIKE CAPITAL PLAN PROPOSAL

Follow Up Flag: Follow up
Flag Status: Completed

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To Whom it May Concern:

My wife and I are 43-year residents of southern New Jersey, and we are regular users of the NJ Turnpike for business and personal travel.

We have reviewed the project details associated with the NJ Turnpike Authority's recently proposed \$24 Billion Capital Plan, and we both completely support this Capital Plan approval as soon as possible.


We are particularly in favor of the NJ Turnpike's proposed \$1.1 Billion Widening project planned between Exit Numbers 1 and 4, as contained in this 10-year Capital Plan. A widening project between Exits 1 and 4 has been sorely needed by southern New Jersey businesses & residents for more than 20 years.

Sincerely,
Rich and Becca Jackson

RICHARD JACKSON, PE | Associate / Structural Project Manager

MODJESKI and MASTERS, Inc.
133 Gaither Drive, Suite O, Mount Laurel, NJ 08054
office: 856.608.7400 | ext: 17302 | mobile: 609.377.0179



Use this link to send files to Richard  ShareFile'

If you are not the intended recipient, please reply to the sender and delete the message, any attachments, and copies thereof from your system

Collins, Cheryl

From: jean public <jeanpublic1@gmail.com>
Sent: Wednesday, March 18, 2020 10:53 AM
To: NJTAPublicComments
Subject: Fwd: Contact Us Form Submitted

Follow Up Flag: Follow up
Flag Status: Completed

i i am totally against any increase in tolls on either parkway or turnpike. i cannot attend hearing today because of coronavirus problems.

i am against toll increases. jean publiee [jean public1@gmail.com](mailto:jean_public1@gmail.com)

----- Forwarded message -----

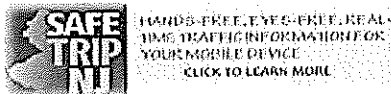
From: NJ Turnpike Authority <info@njta.com>
Date: Wed, Mar 18, 2020 at 10:47 AM
Subject: RE: Contact Us Form Submitted
To: jeanpublic1@gmail.com <jeanpublic1@gmail.com>
Cc: deSante, Denise <DeSante@njta.com>, Lowy, Jonathan <lowy@njta.com>, Michalczyk, Susan <smichalczyk@njta.com>, Soroka, Gail <gSOROKA@njta.com>

Try this.....NJTAPublicComments@njta.com

Edward Stominski

Deputy Mgr. Customer Service

732-750-5300 ext. 8755



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From: jeanpublic1@gmail.com [mailto:jeanpublic1@gmail.com]
Sent: Wednesday, March 18, 2020 10:10 AM
To: NJ Turnpike Authority <info@njta.com>
Subject: Contact Us Form Submitted

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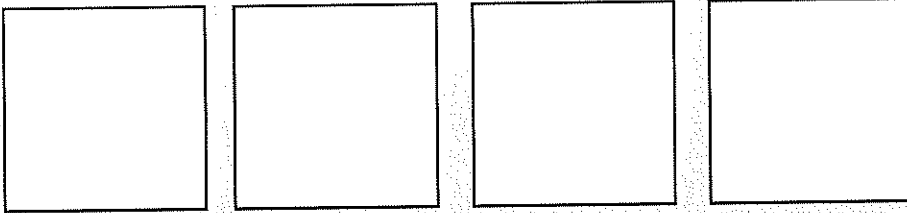
jean publieee has submitted comment or question:

Best way to contact me : **Email** and/or by telephone:

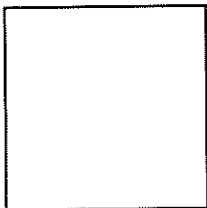
Email : **jeanpublic1@gmail.com**

Questions & Comments :

re hearing today (coronavirus did you hear) i cant attend but i am totally against increasing tolls on turnpoike and parkway. the article in newspaper said you could write via email to **njpubliccommens@njta.org**, but my comment to such address was returned. you shoudl put out m emails since that is the only way to reach you. many dont have telephones anymore.



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the named recipient, please notify us immediately by contacting the sender at the e- mail address noted above, or by calling the sender at 732-750-5300, and delete and destroy all copies of this message. Thank you.

Collins, Cheryl

From: Joe Cross <info@email.actionnetwork.org>
Sent: Wednesday, March 18, 2020 10:28 AM
To: NJTAPublicComments
Subject: NJ Turnpike Authority Proposals

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

John Keller,

As a citizen and a driver in our state, I absolutely Do Not support the Turnpike Authority plan to raise tolls even more. This state is over taxing its citizens and it needs to STOP!

Joe Cross
joe.cross.2010@gmail.com
78 State Rt 23 N
Hamburg, New Jersey 7419

Collins, Cheryl

From: Alex Schade <alexander.schade@hoffmanequip.com>
Sent: Wednesday, March 18, 2020 7:37 AM
To: NJTAPublicComments
Subject: I do not support the toll increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Dear Executive Director Keller,

We should be voting Phil Murphy out of office. Taxes are out of control as it is. The NJ turnpike is a disaster from start to finish. Keep killing NJ.

Sincerely,

Alex Schade
149 Mohican Rd
Blairstown, NJ 07825
alexander.schade@hoffmanequip.com

Collins, Cheryl

From: Keller, John
Sent: Tuesday, March 17, 2020 5:17 PM
To: NJTAPublicComments
Subject: FW: [EXTERNAL] NJTPA Support Infrastructure Investment

Follow Up Flag: Follow up
Flag Status: Completed

From: Bertoni, Joseph [mailto:Joseph.Bertoni@dot.nj.gov]
Sent: Tuesday, March 17, 2020 4:53 PM
To: Keller, John <keller@njta.com>
Subject: FW: [EXTERNAL] NJTPA Support Infrastructure Investment

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

From: Robert Wood <myvoice@oneclickpolitics.com>
Sent: Tuesday, March 17, 2020 4:53 PM
To: Bertoni, Joseph <Joseph.Bertoni@dot.nj.gov>
Subject: [EXTERNAL] NJTPA Support Infrastructure Investment

Re: NJTPA Support Infrastructure Investment

Dear Commissioner Bertoni,

New Jersey is in desperate need of real investment in replacing and repairing our State's infrastructure. The modest rise in tolls that is proposed at the New Jersey Turnpike Authority Public Hearing is just what we need to make sure our roads and bridges are safe and reliable. With the recent downturn in the economy and the job security of so many construction workers like myself in jeopardy, this plan will put well trained and highly skilled construction workers back on their feet and supporting their families. New Jersey needs its working families employed and able to use properly built and updated infrastructure.

I support this initiative to fund infrastructure projects in New Jersey.

Sincerely,
Robert Wood
woodrobert1551@yahoo.com

6 HIGH STREET
BLAIRSTOWN, NJ 07825
Constituent

Prepared by OneClickPolitics (tm) at www.oneclickpolitics.com. OneClickPolitics provides online communications tools for supporters of a cause, issue, organization or association to contact their elected officials. For more information regarding our policies and services, please contact info@oneclickpolitics.com

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Collins, Cheryl

From: Feeney, Thomas
Sent: Tuesday, March 17, 2020 1:39 PM
To: NJTAPublicComments
Subject: FW: CUSA Letter Re: Potential Toll Hike Increase
Attachments: Letter to Gov NJ Tolls Final31720.docx

Follow Up Flag: Follow up
Flag Status: Completed

From: Sean Hughes <Sean.Hughes@coachusa.com>
Sent: Tuesday, March 17, 2020 1:30 PM
To: Gutierrez-Scaccetti, Diane <Diane.Scaccetti@dot.nj.gov>; Platkin, Matthew <Matthew.Platkin@nj.gov>
Cc: Wilton, Brian <Brian.Wilton@nj.gov>
Subject: [EXTERNAL] CUSA Letter Re: Potential Toll Hike Increase

Madam Secretary, Mr. Platkin,

Please see the attached letter from CUSA regarding the potential toll hikes. I had fully intended to give public comments at today's hearing, but due to the COVID-19 State of Emergency I am following Governor Murphy's directive to stay off the roads. I am happy to submit this as written testimony and public comment if their is a link to do so.

Thank you and please be safe.

Sean

PS Happy St. Patrick's Day!

Sean Hughes
Director Corporate Affairs
Coach USA
160 S Route 17 North
Paramus, NJ 07652
201-225-7585 Office

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Governor Phil Murphy
PO Box 001
Trenton, NJ 08652

Dear Governor Murphy,

Coach USA is a key provider of transportation for New Jersey residents to and from New York, on a daily basis we carry over 30,000 commuter passengers to / from Manhattan. We also operate contracts for New Jersey Transit operating both the Bergen and Passaic local bus networks as well providing links for New Jersey residents via our megabus.com service to travel to other nearby States. We employ over 1,300 employees on the State and thus contribute significant direct / indirect tax dollars.

On behalf of the more than 1,300 employees at Coach USA in New Jersey, we strongly oppose the suggested toll increase and we urge you to suspend the idea at this time for a number of reasons:

- The COVID-19 emergency has crippled the overall transportation industry including the bus industry severely with passengers either working from home or choosing not to use public transportation out of fears for contracting COVID-19. COVID-19 has placed a substantial financial burden on the New Jersey bus industry as a whole this toll increase further increases that burden.
- As a "Green Governor" who fully supports clean air, a fare increase penalizing a greener travel option is not consistent with that policy. Buses are part of the solution in addressing congestion and mitigating environmental issues. If the proposed tax hikes moves forward it will result in increased car ridership versus other forms of transportation, since there is not a cost benefit, and/or avoid mass transportation all together and work from home. As you know, the Port Authority of New York & New Jersey imposed significant toll increases at the Hudson River crossings that our buses and commuters use daily. This fare increase will then punish those same commuters, when they are doing exactly what the policies New Jersey has set into place, by taking a bus instead of driving a car.

We strongly urge you to reconsider this toll increase proposal, due to the above reasons and the negatively changing economy that will surely impact the bus industry overall including Coach USA.

Thank you for your consideration of our concerns on this policy change.

Sincerely,

Sean Hughes
Director Corporate Affairs Coach USA

Collins, Cheryl

From: Burns, Lisa
Sent: Monday, March 16, 2020 3:32 PM
To: NJTAPublicComments
Subject: Comments -Freeholder Arnone, Freeholder Vicari & Deputy Clerk Gunther Ocean County Comments
Attachments: Freeholder Thomas Arnone Monmouth County 03 12 20 Public Hearing Location.pdf; Freeholder Vicari Ocean County 03 10 20 Public Hearing Location.pdf; Deputy Clerk Michelle Gunther Ocean County Freeholders Reconsider Toll Increase 03 05 20.pdf
Follow Up Flag: Follow up
Flag Status: Completed

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**MONMOUTH COUNTY
BOARD OF CHOSEN FREEHOLDERS**

THOMAS A. ARNONE
DIRECTOR

SUSAN M. KILEY
DEPUTY DIRECTOR

LILLIAN G. BURRY
PAT IMPREVEDUTO
NICK DIROCCO

March 12, 2020



HALL OF RECORDS
1 EAST MAIN STREET
FREEHOLD, NEW JERSEY 07728
TELEPHONE: 732-431-7000

Commissioner Diane Gutierrez-Scaccetti
Chairwoman
New Jersey Turnpike Authority
PO Box 5042
Woodbridge, NJ 07095

Dear Commissioner Gutierrez-Scaccetti:

I understand that the Turnpike Authority has scheduled three public hearings on the proposed toll increase. As you may be aware, more than 70 Parkway miles run through Monmouth and Ocean counties and our commuters would be greatly impacted. With that being said, I respectfully request that a fourth hearing be scheduled in our region.

In regards to my concerns regarding the toll increase, Monmouth County is home to one of the largest stretch of parkway miles and our commuters do not benefit from the extensive public transportation bus and train routes that are so widespread in the northern section of the state. Most of our commuters have no other choice than to use the Parkway and forced to pay tolls. Our residents and elected officials need to outline their concerns to the Authority and should be allowed to do so at a public hearing closer to home.

I look forward to hearing from you on this most important matter at your earliest convenience.

Sincerely,

Thomas A. Arnone

Freeholder, Monmouth County

"SEPTEMBER 2d, 1609 THIS IS A VERY GOOD LAND TO FALL IN WITH AND PLEASANT LAND TO SEE."
Entry in the log of Henry Hudson's Ship Half Moon made after the Dutch Explorer became
the first European to come ashore in what later was known as Monmouth County

THE BOARD OF CHOSEN FREEHOLDERS

OCEAN COUNTY
TOMS RIVER, NEW JERSEY 08754-2191



Joseph H. Vicari
Freeholder Director

(732) 929-2002
Fax (732) 505-1918

March 10, 2020

Commissioner Diane Gutierrez-Scaccetti
Chairwoman
New Jersey Turnpike Authority
PO Box 5042,
Woodbridge, NJ 07095-5042

Dear Commissioner Gutierrez-Scaccetti:

I understand the Turnpike Authority has scheduled three public hearings on the proposed toll increase. As more than 70 Parkway miles run through Ocean and Monmouth counties and our commuters would be impacted more than most other drivers, I would respectfully request that a fourth public hearing be scheduled in our region.

To highlight my original concerns regarding the toll increase, Ocean County is not only home to the largest stretch of Parkway miles, but our commuters do not benefit from the sprawling public transportation bus and train routes so prevalent in the northern half of the state. They are forced to use the Parkway and forced to pay the tolls. Our residents and elected officials need to outline their concerns to the Authority and should be allowed to do so at a public hearing close to home.

I look forward to hearing from you on this important matter at your earliest convenience.

Sincerely,

A handwritten signature in cursive script that reads "Joseph H. Vicari".

Joseph H. Vicari
Freeholder Director

JHV:jpr



COUNTY OF OCEAN

BOARD OF CHOSEN FREEHOLDERS

MICHELLE I. GUNTHER
DEPUTY CLERK OF THE BOARD

732-929-2005
FAX: (732) 505-1918

March 5, 2020

Diane Gutierrez-Scaccetti
Commissioner
New Jersey Turnpike Authority
P.O. Box 5042
Woodbridge, NJ 0795-5042

Dear Commissioner Gutierrez-Scaccetti:

Enclosed please find a copy of a Resolution adopted by the Ocean County Board of Chosen Freeholders urging Governor Phil Murphy and the New Jersey Turnpike Authority to reconsider any plan that increases tolls on the Garden State Parkway and the New Jersey Turnpike.

Enclosed please find a certified copy of the resolution for your use and files.

Very truly yours,

Michelle I. Gunther
Deputy Clerk of the Board

MIG:pc
Enclosure

P.O. BOX 2191 ★ ADMINISTRATION BUILDING, TOMS RIVER, NEW JERSEY 08754-2191



SPECIAL ASSISTANCE/ACCOMMODATIONS available, please call.

RESOLUTION

March 4, 2020

WHEREAS, the New Jersey Turnpike Authority has proposed toll hikes affecting the Garden State Parkway and New Jersey Turnpike; and

WHEREAS, Ocean County continues to see its population grow and along with that comes the need to move people to and from jobs, medical appointments, and recreational activities just to name a few destinations; and

WHEREAS, our citizens heavily rely on the Garden State Parkway and the New Jersey Turnpike to move both locally and across the state; and

WHEREAS, with almost 40-miles of the Garden State Parkway running through Ocean County, our residents will be among the hardest hit by any proposed toll increases; and

WHEREAS, the Garden State Parkway serves as the main artery for our motorists who need to access jobs, be it north or south and any proposed toll hike would have a negative effect as it increases the cost of a daily commute; and

WHEREAS, the state of New Jersey has not given Ocean County's motorists any traveling options; and

WHEREAS, Route 9, the other north-south artery has not changed since it was first constructed in the 1920s, remaining one lane in each travel direction throughout the course of the County while in the meantime our population has grown to almost 600,000 people; and

WHEREAS, Ocean County has been continually informed by state transportation officials that dualization of Route 9 will probably never occur; and

WHEREAS, it's important to highlight that these routes are for more than just leisurely travel but are designated evacuation routes during times of emergencies; and

WHEREAS, Ocean County, as a tourism destination sees its year-round population nearly double, which could result in a million or more people having to use these roads to leave the area during a natural disaster; and

WHEREAS, in the last few decades, the state has made improvements to the Garden State Parkway, constructing new interchanges and upgrading existing ones, but those improvements did not come to us simply because we needed them. It helped substantially to have representation on the former Highway Authority and Ocean County providing the initial funding to obtain the design and permitting of many of these projects; and

WHEREAS, Ocean County continues its urging of the state to provide improved rail service to Monmouth and Ocean counties; and

WHEREAS, Ocean County motorists, based on volume, already pour millions of dollars into the parkway through the toll system; and

WHEREAS, Ocean County residents will feel the financial burden of this action over and over again, not just on the road but in our stores and as consumers when prices go up in order to meet the demands on a shipping industry that is also paying more to bring us goods and services; and

WHEREAS, the increase in tolls also will negatively affect the state's multibillion dollar tourism industry, which is a leading economic engine in Ocean County, providing more than \$4.7 billion annually; and

WHEREAS, local roads, already over-burdened by traffic will grow even more congested as drivers attempt to avoid the Garden State Parkway.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF CHOSEN FREEHOLDERS, COUNTY OF OCEAN, STATE OF NEW JERSEY that it hereby strongly urges Governor Murphy to fill the existing vacancy on the New Jersey Turnpike Authority Board of Commissioners with a resident of Ocean County.

BE IT FURTHER RESOLVED that the Ocean County Board of Chosen Freeholders urges Governor Murphy and the New Jersey Turnpike Authority to reconsider any plan that increases tolls on the Garden State Parkway and the New Jersey Turnpike.

BE IT FURTHER RESOLVED that this Board encourages all of our elected officials to join the efforts to stop any recommended toll increase.

BE IT FURTHER RESOLVED that certified copies of this resolution shall be made available to Governor Phil Murphy, all Ocean County Mayors, the 9th, 10th, 12th, and 30th State Legislative Offices, and the New Jersey Turnpike Authority.

I certify the foregoing to be a
True copy of a Resolution adopted
by the Board of Chosen Freeholders
of the County of Ocean on the
4th day of March 2020

M.A. Cilento

Mary Ann Cilento
Clerk of the Board

ROLL CALL

(moved by Haines, seconded by Quinn)

AYES: Haines, Kelly, Little, Quinn, Vicari

NAYES: None

ABSENT: None

ABSTAIN: None

Telephone. TOWNSHIP OF STAFFORD. Refer
To:

(609) Ext. 8510

Municipal

OCEAN COUNTY
260 EAST BAY AVE MANAHAWKIN, NEW JERSEY 08050-3329

Date: March 30, 2020

To: Governor Phil Murphy
Ocean County Mayors
State Legislative Offices
New Jersey Turnpike Authority

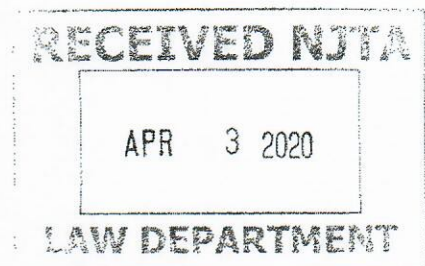
From: Linda Martin
Stafford Township Municipal Clerk *LM*

Re: Resolution 2020-145

Enclosed please find Resolution 2020-145 urging Governor Murphy and the New Jersey Turnpike Authority to reconsider plans to increase tolls on the Garden State Parkway and New Jersey Turnpike and urging Governor Murphy to fill the existing vacancy on the New Jersey

Turnpike Authority Board of Commissions with a resident of Ocean County. yaw a' *Martin*
/lam

Enclosures



RESOLUTION 2020-145

RESOLUTION OF THE TOWNSHIP OF STAFFORD, COUNTY OF OCEAN, STATE OF NEW JERSEY URGING GOVERNOR MURPHY AND THE NEW JERSEY TURNPIKE AUTHORITY TO RECONSIDER PLANS TO INCREASE TOLLS ON THE GARDEN STATE PARKWAY AND THE NEW JERSEY TURNPIKE AND URGING GOVERNOR MURPHY TO FILL THE EXISTING VACANCY ON THE NEW JERSEY TURNPIKE AUTHORITY BOARD OF COMMISSIONS WITH A RESIDENT OF OCEAN COUNTY

WHEREAS, the New Jersey Turnpike Authority has proposed toll hikes affecting the Garden State Parkway and New Jersey Turnpike; and

WHEREAS, Ocean County continues to see its population grow and along with that comes the need to move people to and from jobs, medical appointments, and recreational activities just to name a few destinations; and

WHEREAS, our citizens heavily rely on the Garden State Parkway and the New Jersey Turnpike to move both locally and across the state; and

WHEREAS, with almost 40-miles of the Garden State Parkway running through Ocean County, our residents will be among the hardest hit by any proposed toll increases; and

WHEREAS, the Garden State Parkway serves as the main artery for our motorists who need to access jobs, be it north or south and any proposed toll hike would have a negative effect as it increases the cost of a daily commute; and

WHEREAS, the State of New Jersey has not given Ocean County's motorists any traveling options; and

WHEREAS, Route 9, the other north-south artery has not changed since it was first constructed in the 1920's, remaining one lane in each travel direction throughout the course of the County while in the meantime our population has grown almost 600,000 people; and

WHEREAS, Ocean County has been continually informed by state transportation officials that dualization of Route 9 will probably never occur; and

WHEREAS, it is important to highlight that these routes are for more than just leisurely travel but are designated evacuation routes during times of emergencies; and

WHEREAS, Ocean County, as a tourism destination sees its year-round population nearly double, which could result in a million or more people having to use these roads to leave the area during a natural di

WHEREAS, in the last few decades, the state has made improvements to the Garden State Parkway, constructing new interchanges and upgrading existing ones, but those improvements did not come to us simply because we needed them. It helped substantially to have representation on former Highway Authority and Ocean County providing the initial funding to obtain the design and permitting of many of these projects; and

WHEREAS, Ocean County continues its urging of the state to provide improved rail services to Monmouth and Ocean Counties; and

WHEREAS, Ocean County motorists, based on volume, already pour millions of dollars into the parkway through the toll system; and

WHEREAS, Ocean County residents will feel the financial burden of this action over and over again, not just on the road but in our stores and as consumers when prices go up in order to meet the demands on a shipping industry that is also paying more to bring us goods and services; and

WHEREAS, the increase in tolls also will negatively affects the state's multibillion dollar tourism industry, which is a leading economic engine in Ocean County, providing more than \$4.7 billion annually; and

WHEREAS, local roads, already over-burdened by traffic will grow even more congested ad drivers attempt to avoid the Garden State Parkway.

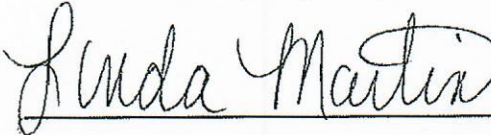
NOW THEREFORE BE IT RESOLVED, on this 24th day of March 2020, by the Township Council of the Township of Stafford, County of Ocean, State of New Jersey, that it hereby strongly urges Governor Murphy to fill the existing vacancy on the New Jersey Turn Pike Authority Board of Commissions with a resident of Ocean County.

BE IT FURTHER RESOLVED that the Mayor and Township Council of the Township of Stafford urges Governor Murphy and the New Jersey Turnpike Authority to reconsider any plan that increases tolls on the Garden State Parkway and the New Jersey Turnpike.

BE IT FURTHER RESOLVED that certified copies of this resolution shall be made available to Governor Phil Murphy, all Ocean County Mayors, State Legislative Offices and the New Jersey Turnpike Authority.

CERTIFICATION

I, LINDA MARTIN, MUNICIPAL CLERK of Stafford Township, do hereby certify that the foregoing resolution was duly adopted by the Stafford Township Council on the 24th day of March 2020.



A handwritten signature in cursive script that reads "Linda Martin". The signature is written in black ink and is positioned above a solid horizontal line.

LINDA MARTIN, RMC
TOWNSHIP OF STAFFORD MUNICIPAL CLERK

Collins, Cheryl

From: Keller, John
Sent: Monday, March 16, 2020 1:52 PM
To: NJTAPublicComments
Subject: FW: Request to Postpone Public Hearings
Attachments: 0316 Request to Postpone Public Hearings.pdf

Follow Up Flag: Follow up
Flag Status: Completed

From: Megan Steele [mailto:megan.steele@sierraclub.org]
Sent: Monday, March 16, 2020 12:03 PM
To: Keller, John <keller@njta.com>
Cc: diane.scaccetti@dot.nj.gov; Kathleen.Frangione@nj.gov; Matthew.Platkin@nj.gov; Jeff Tittel <jeff.tittel@sierraclub.org>
Subject: Request to Postpone Public Hearings

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John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ 07095

March 16, 2020

Re: Request to Postpone Public Hearings

Dear Mr. John Keller,

Governor Murphy has declared a State of Emergency and a Public Health Emergency in New Jersey because of the COVID-19 outbreak. Due to this, the New Jersey Sierra Club requests that the New Jersey Turnpike Authority postpone the public hearings scheduled for Wednesday, March 18 at 1:00pm and 6:00pm and Thursday, March 19 at 7:00pm. The public should have the right to comment on the proposed toll adjustments. We do not believe that it is fair to have these hearings continue when people do not want to leave their homes because of the coronavirus outbreak.

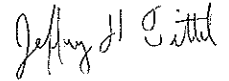
People across the state are struggling to adjust to the many changes and challenges of the COVID-19 outbreak. People are working from home, schools are closed, and Governor Murphy is putting in place a statewide curfew from 8pm to 5am. We do not believe that it is a fair process to hold public hearings when people cannot leave their homes. Many people in our state are immunocompromised or have friends and family who are. Attending public hearings will be viewed by many as an unnecessary risk to the health of themselves and their loved ones. Two of the public hearings are scheduled for the evening, which also means that people will risk breaking the recommended statewide curfew if they try to attend these events.

The proposed toll increases will go toward various highway widening projects, especially along the Turnpike in South Jersey. We are concerned that this will promote sprawl and traffic in areas that are largely undeveloped farm fields. High-density urban sprawl in the middle of beautiful, environmentally sensitive farmland in South Jersey is unnecessary. This will mean more schools and infrastructure, costing taxpayers even more money to pay for new roads, bridges, schools, and more.

Given the seriousness of the COVID-19 outbreak, we are concerned that the public will not have enough time to submit comments. We are also concerned that because of the social distancing recommendations from the Centers for Disease Control and Prevention, members of the public will not want to risk attending public hearings this week. Therefore, we request that the public hearings be canceled and postponed until after social distancing restrictions are lifted and the comment period should be extended. This is important to ensure public safety and to make sure that people have enough time to review the information and submit public comments.

If you have any questions, or if there is any additional information that I can provide, please feel free to call me at (609) 558-9100.

Sincerely,



Jeff Tittel

Director of the New Jersey Sierra Club

CC: Diane Gutierrez-Scaccetti, Kathleen Frangione, Matthew Platkin

--
Megan Steele

Communications Coordinator

Email: megan.steele@sierraclub.org

Office: (609) 656-7612



SIERRA CLUB
NEW JERSEY CHAPTER

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**SIERRA
CLUB**
FOUNDED 1892

NEW JERSEY CHAPTER
145 West Hanover St., Trenton, NJ 08618
TEL: [609] 656-7612 FAX: [609] 656-7618
www.SierraClub.org/NJ

John M. Keller, P.E.
Executive Director
New Jersey Turnpike Authority
1 Turnpike Plaza
P.O. Box 5042
Woodbridge, NJ 07095

March 16, 2020

Re: Request to Postpone Public Hearings

Dear Mr. John Keller,

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People across the state are struggling to adjust to the many changes and challenges of the COVID-19 outbreak. People are working from home, schools are closed, and Governor Murphy is putting in place a statewide curfew from 8pm to 5am. We do not believe that it is a fair process to hold public hearings when people cannot leave their homes. Many people in our state are immunocompromised or have friends and family who are. Attending public hearings will be viewed by many as an unnecessary risk to the health of themselves and their loved ones. Two of the public hearings are scheduled for the evening, which also means that people will risk breaking the recommended statewide curfew if they try to attend these events.

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NEW JERSEY CHAPTER
145 West Hanover St., Trenton, NJ 08618
TEL: [609] 656-7612 FAX: [609] 656-7618
www.SierraClub.org/NJ

want to risk attending public hearings this week. Therefore, we request that the public hearings be canceled and postponed until after social distancing restrictions are lifted and the comment period should be extended. This is important to ensure public safety and to make sure that people have enough time to review the information and submit public comments.

If you have any questions, or if there is any additional information that I can provide, please feel free to call me at (609) 558-9100.

Sincerely,

Jeff Tittel

Director of the New Jersey Sierra Club

CC: Diane Gutierrez-Scaccetti, Kathleen Frangione, Matthew Platkin

Collins, Cheryl

From: Joelle Paillere <joelle.paillere@gmail.com>
Sent: Monday, March 16, 2020 11:40 AM
To: NJTAPublicComments
Subject: No toll increase!!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Do not increase the toll

Collins, Cheryl

From: Devin Jenkins <tykeejenkins@gmail.com>
Sent: Monday, March 16, 2020 10:16 AM
To: NJTAPublicComments
Subject: Tolls

Follow Up Flag: Follow up
Flag Status: Completed

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Don't increase tolls!!!

Collins, Cheryl

From: isaiah gill <izdigo@yahoo.com>
Sent: Monday, March 16, 2020 9:11 AM
To: NJTAPublicComments
Subject: Toll increase opposition

Follow Up Flag: Follow up
Flag Status: Completed

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Good morning board,

Please do NOT increase the toll rate.

Thank you,
Isaiah Gill

Sent from Yahoo Mail for iPhone

Collins, Cheryl

From: Tylisha Allen <ahsilyt@yahoo.com>
Sent: Monday, March 16, 2020 8:07 AM
To: NJTAPublicComments
Subject: Toll Increase Opposition

Follow Up Flag: Follow up
Flag Status: Completed

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NJ Turnpike Authority Board:

As a resident of New Jersey, I would appreciate it if you did not increase the tolls.

Thank you for your time and consideration.

Best regards,

Tylisha Allen

Collins, Cheryl

From: Kimone Williams <kimonewilliams26@gmail.com>
Sent: Sunday, March 15, 2020 7:33 PM
To: NJTAPublicComments
Subject: Toll Increase opposition

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Good afternoon NJ Turnpike Authority Board,

Please do NOT increase the tolls.

Thank you for your consideration.

Kimone Williams

Collins, Cheryl

From: Leelon jones <jleelon@yahoo.com>
Sent: Sunday, March 15, 2020 7:29 PM
To: NJTAPublicComments
Subject: Toll increase take

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Good afternoon to whom it may concern,

It is with great disappointment that I note your intention to increase the tolls quite significantly. Those of us who use turnpikes and parkways of the state are placed in quite a precarious position. We have no alternatives. Let me use this medium to register my **STRONG OPPOSITION** to the increase. I am not naive; I am aware that maintenance cost, but a few years have passed (if my memory and notes serve me correctly) that we had a very large increase.

Please refrain from placing a more burdensome responsibility on our shoulders. This can be done by **NOT** increasing the tolls.

Leelon Jones

Collins, Cheryl

From: Carolann Skopak <cskopak@gmail.com>
Sent: Sunday, March 15, 2020 2:21 PM
To: NJTAPublicComments
Subject: Re: Automatic reply: Email test

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

How dare you not cancel the public meetings this week regarding these ridiculous & unnecessary toll hikes. I guess that's to ensure that no one will show up?

EZPass makes it much too easy for the NJTA to keep hiking tolls with little or no public outcry. Most drivers have no idea what they are paying in tolls since no money crosses their hands.

Sent from my iPhone

On Mar 15, 2020, at 1:33 PM, NJTAPublicComments <NJTAPublicComments@njta.com> wrote:

The Authority expresses its appreciation of your interest and will address all comments and/or questions received before 5 p.m. on March 27, 2020 in a full report to the New Jersey Turnpike Authority Board of Commissioners. This report will be posted on the Authority's website, which can be found at www.njta.com

This e-mail is a private communication, intended only for the use of the named recipient(s), and may contain information that is confidential or privileged. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited. If you have received this message in error, or are not the named recipient, please notify us immediately by contacting the sender at the e-mail address noted above, or by calling the sender at 732-750-5300, and delete and destroy all copies of this message. Thank you.

Collins, Cheryl

From: gc nj <gcnj24@gmail.com>
Sent: Sunday, March 15, 2020 5:05 AM
To: NJTAPublicComments
Subject: Hello I'm Got question

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I'm employee for Newark airport

How come I'm don't get discount anymore as driver on Nj turnpike from 16W to 13A and back. Port authority don't give employee discounts either

What going on ...

Collins, Cheryl

From: agitlin22 <agitlin22@gmail.com>
Sent: Saturday, March 14, 2020 5:16 AM
To: NJTAPublicComments
Subject: How nout finding out where the road fun went during the past administration

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

How repaving instead of patching and maybe thinking ahead of road needs before they happen and not after the fact .pay more for cash less tolls sonknow toll collectors just technology which cost how much each hour. .also meetings in afternoon when most people work really very fair to people who pay the tolls to voice their opinions

Alan S Gitlin
908-896-4977

Sent from my T-Mobile 4G LTE Device

Collins, Cheryl

From: Maria Politz <maria_politz@yahoo.com>
Sent: Friday, March 13, 2020 9:00 PM
To: NJTAPublicComments
Subject: Toll hikes when does it stop

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

This is ridiculous! You keep making these toll hikes but yet we see nothing. Unreal! When does it stop!! Till we cant even put our cars on the road!

Sincerely,
Maria Politz

Collins, Cheryl

From: Corey Webb <coreynwebb@gmail.com>
Sent: Friday, March 13, 2020 3:17 PM
To: NJTAPublicComments
Subject: Public Comment for Toll Adjustment Hearing

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

To whom it may concern,

I use the turnpike daily, and understand having to pay tolls in order to maintain the roads, improve the roads, cover cost of turnpike employees and more; however, the most recent proposed rate hike is overreaching into the pockets of consumers. Toll rates as they stand today are already incredibly expensive. Due to the location of my home and work, my commute, I'm sure like many others, requires me to use the turnpike every day. Other routes do exist that either use the turnpike less or eliminate it all together, but they are all generally less convenient and take more time. Traveling between exits 9 and 14A for work costs me hundreds of dollars a month, which amounts to thousands over the course of the year. Being able to safely and quickly travel throughout our state should already not cause this heavy of a financial burden. A further increase would especially push so many, like myself, over the edge and over budget. New Jersey pays some of the highest taxes in the country, and with toll payments as they stand currently, it begs me to ask: how is what we pay as consumers not already enough? With this hike, I'm sure there will be plenty of hard working NJ citizens who are forced to reconsider their convenient turnpike driving route and swap it for a route that, while it may take more time, will have a much lower impact on their wallets. The proposed action states that an average passenger vehicle would increase by no more than \$1.25. While that may not seem like a high cost, if you consider customers commuting daily for work, that amounts to hundreds of dollars more spent over the course of the year. In addition, the statement as it reads is flagrantly vague, leaving us to question what you are considering as the "average" passenger, and how much these proposed changes will really cost us. Of heightened concern is the blatant disregard and care this proposal has for consumers. Notice for hearings were given in less than a months time, and there are no specific details so that a consumer can really find out how much this will impact them. This proposal is flawed in its entirety, and I ask that the New Jersey Turnpike Authority reconsider the proposed rate hikes, and as is, eliminate it all together. In no other plan proposal in my life have I seen such a lack of care and detail. The consumer deserves to know exactly how changes to tolling will affect them and their bottom line. If this proposal goes through as is, I will be severely limiting my turnpike usage, and I will educate and encourage all those around me to do the same.

Due to the limited notice of public hearing dates and unavailability with my schedule, I ask that this be read in my absence.

Thank you for your time and consideration.
Corey Webb
coreynwebb@gmail.com
(732) 947-2585

Collins, Cheryl

From: Scott <scottvm621@gmail.com>
Sent: Friday, March 13, 2020 2:50 PM
To: NJTAPublicComments
Subject: comment

Follow Up Flag: Follow up
Flag Status: Completed

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Hello,

I have a comment about this rate increase. Everyone just wants to raise prices without doing any improving. The condition of the GSP south of exit 82 is atrocious. The potholes along the broken white lines of the lanes are so dangerous. Some places feel like you are driving on a road in a third world country.

Thank you,
Scott

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This email and any files transmitted with it are privileged, confidential, and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains privileged and confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited

Collins, Cheryl

From: surya rangavajhala <suryarangavajhala@gmail.com>
Sent: Friday, March 13, 2020 1:38 PM
To: NJTAPublicComments
Subject: Tolls at NJ turnpike

Follow Up Flag: Follow up
Flag Status: Completed

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Hello Authorities;

Please do not increase tolls in the name of upgrade. This will cost low income families a lot and Hurt their budgets. We have Automation,job losses to outsourcing,greed and this is extra. Please stop.

Rehsards
Surya Murthy

Collins, Cheryl

From: Kevin Force <kforce1213@hotmail.com>
Sent: Friday, March 13, 2020 1:14 PM
To: NJTAPublicComments
Subject: Comment- NJ Turnpike Authority Proposed Toll Increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Good Afternoon,

I am writing in opposition to the New Jersey Turnpike Authority's proposed toll increase.

I support the Turnpike Authority's proposed capital plan to expand and improve the New Jersey Turnpike and Garden State Plaza. I also support tying toll rates to the Consumer Price Index to keep up with inflation. The Turnpike Authority should not have its toll revenues erode due to inflation.

What I do not support is the proposed across the board increase of 36% on the New Jersey Turnpike and 27% increase on the Garden State Parkway.

The tolls on our roads, in particular the Turnpike, are already very high. Increasing them even further would, in my opinion, place an unreasonable burden on our state's drivers.

As an example, I sometimes stay with my mom in my hometown in Bergen County, and commute to my office in Jersey City. If I enter the Turnpike at Exit 18W, and get off at Exit 15E for Jersey City, I would currently owe a \$2.90 toll, with EZ Pass to travel a distance of approximately 5.4 miles. If I took this trip to work and back, it would cost \$5.80. If I did it every day of the week, \$29.00. If I did it 50 weeks a year (to exclude holidays and vacations) I would be paying \$1,450.00 a year. This is a large sum of money for most households, particularly low income households, who are on very tight budgets. There is no reduced rate or discount for low income drivers. The proposed toll increase would see this cost increased by over 1/3. I do not believe the wages for most New Jersey families will be increasing by 1/3.

I sometimes travel to upstate New York to visit my dad. If I take NJ Route 17 into New York State, and get on the New York State Thruway, entering the toll plaza at Exit 16 in Harriman, I can travel to Exit 20 in Saugerties, a distance of approximately 56 miles and owe a toll of \$2.65 with an out of state EZ Pass. This difference in rates between New York State and New Jersey is absolutely astounding and outrageous. Why can I travel nearly 10 times further in New York State for the same amount of money? What is New York State doing that we are not here in New Jersey?

The New Jersey Turnpike is the main transportation artery through our state. It should not be a burden for our residents to travel across our state. Our residents need to conduct business, and travel to visit family members. They should be able to do so affordably.

Our infrastructure is critically important, and needs new investment. Wider roadways and new exits will facilitate transportation throughout our state, and encourage economic growth and development. Our roadways absolutely need these expansions and upgrades. What will not encourage economic growth are toll rates that are unaffordable for New Jersey families. Modest yearly increases tied to inflation will not further burden our drivers, and will give drivers time and regularity to adjust their budgets accordingly. A dramatic, one time increase may cause drivers to seek alternative routes, creating traffic and wear on other roads, or to avoid taking trips entirely. Both of these situations would lead to a reduction of overall toll revenue.

The Turnpike Authority has a great asset in a huge amount of real estate along our state's roadways. Areas can be sold or leased, and additional billboards and advertising can be placed to raise revenue. There are so many possibilities. I am not convinced that the Turnpike Authority has explored these options to their full extent.

Further, Senate President Stephen Sweeney has proposed a new corporate business tax. I understand some of the funds proposed to be raised from this tax would go to New Jersey TRANSIT. While New Jersey TRANSIT absolutely needs the money, why can't some of the funding go to the Turnpike Authority as well. I encourage the Turnpike Authority to work with the New Jersey Legislature to explore other sources of funding from our wealthy state without further burdening our roadway users. Think creatively! Our state has so many corporations, so much wealth, and such an entrepreneurial and skilled workforce. I know that we can improve our state's roadways and find a fair and equitable way to pay for it.

Thank you for your time and consideration of my concerns.

Sincerely,

Kevin Force, PP, AICP

Collins, Cheryl

From: James McFadden <athiker52@aol.com>
Sent: Friday, March 13, 2020 11:41 AM
To: NJTAPublicComments
Subject: Divulge the rates

Follow Up Flag: Follow up
Flag Status: Completed

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Divulge the rates in print.
Sent from my iPad

Collins, Cheryl

From: Marc Probasco <probascom@comcast.net>
Sent: Friday, March 13, 2020 11:09 AM
To: NJTAPublicComments
Subject: Toll

Follow Up Flag: Follow up
Flag Status: Completed

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Way past time to cut much of the administration and the extras they brought along with them. Run it like a business and stop treating it as government need more money just increase tax or as in this case tolls!

Sent from my iPad

Collins, Cheryl

From: Harold Neutuch <haroldneutuch@yahoo.com>
Sent: Thursday, March 12, 2020 3:33 PM
To: NJTAPublicComments
Subject: Turnpile proposed toll increases

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

I have just learned about your proposals for toll increases. New Jersey is the state with the highest property taxes and its roads have also one of the highest in tolls. Even with the tolls now being charged you can't maintain your system. The roads have potholes and cracks. Where is our toll dollars going now? Don't ask for more tolls now until you can maintain what you've got.

Harold Neutuch

Collins, Cheryl

From: Garrone <sgarr6604@optonline.net>
Sent: Tuesday, March 10, 2020 5:00 PM
To: NJTAPublicComments
Subject: Toll Increases

Follow Up Flag: Follow up
Flag Status: Completed

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I am not in favor of raising toll prices unless the money gained is used to pay back what the NJ government pays back what it owes our pensions and for COLA.

Sal Garrone

Collins, Cheryl

From: cpconnolly <cpconnolly@optonline.net>
Sent: Tuesday, March 10, 2020 3:26 PM
To: NJTAPublicComments
Subject: Toll Increase

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the NJTA email system. Do not click on links or open attachments unless you were expecting this email.

Hello,

I oppose the toll increase for the Garden State Parkway and NJ Turnpike. Until your agency can demonstrate some financial restraint and improved roadway conditions such as filling a longstanding pothole near exit 154 Southbound on the Garden State Parkway I will never support a toll increase. Also, common sense ideas like having an express EZpass lane or cashless tolls at the Essex toll plaza and other areas of the Garden State Parkway. Plus, whoever designed having rest areas entrances/exits in the fast lanes on the GSP needs to be reassigned. It is a safety hazard.

Thank you
Christopher Connolly

Sent from my Verizon, Samsung Galaxy smartphone